

ALL HANDS

NOVEMBER 1991

Duty in Japan



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ALL HANDS

MAGAZINE OF THE U.S. NAVY
 NOVEMBER 1991 — NUMBER 896
 69TH YEAR OF PUBLICATION



Photo by JO3 J. Vincent Dickens

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Front Cover: Tokyo's *Ginza* entertainment district at night looks like New York City with bright lights advertising the bars, hotels, theaters, cafes and restaurants jammed into some of the most expensive real estate in the world. See story Page 24. Photo by PH2 Dwayne Newton.

Back Cover: Herons are just one type of waterfowl that enjoys the richness of wetlands. See story Page 29. Photo courtesy of the U.S. Fish and Wildlife Service.

News You Can Use

Family support matters

Relief Society offers education assistance

The Navy-Marine Corps Relief Society (NMCRS) has two new programs that offer children of active-duty sailors and Marines financial assistance for education.

NMCRS and United Student Aids (USA) Funds Inc., completed an agreement to launch programs that provide grants and interest-free loans for undergraduate education.

Funding for these education programs is provided by the Society, while USA Funds administers the programs under its Help America Learn program.

USA Funds is a nationwide financial services corporation specializing in education credit and

has been working with the Society on other programs since 1980.

Under the Society's Education Grant program, a grant of \$2,000 per academic year is awarded to qualifying students.

Under the Parent Education Loan program, service members may qualify for a loan of up to \$3,000 per academic year — to be repaid by allotment. Both programs are available for the 1992/93 school year.

For information or applications, write NMCRS Headquarters, Education Department, 801 North Randolph Street, Suite 1228, Arlington, Va. 22203-1989. □

On the hill

Congress passes benefit increases for sailors

The Defense Authorization Bills passed by the House of Representatives and the Senate agree on key personnel programs benefiting Navy men and women.

"There's a lot of good news for sailors in this legislation," said VADM Mike Boorda, Chief of Naval Personnel. "For example, both the Senate and the House have agreed to a 4.2 percent pay raise for all Navy people in January."

Congress also supported fully the Navy's request for the Selective Reenlistment Bonus (SRB) program and bonuses for officers with special skills.

The House and Senate agreed to make permanent several benefit increases that were prompted by Operation *Desert Shield/Storm*, including Family Separation Pay (increased to \$75 per month), Imminent Danger Pay (increased to \$150 per month) and Death Gratuity Payment (doubling to \$6,000).

Perhaps most important to Navy people is that Congress "validated the Navy's approach to downsizing," according to Boorda. "They agreed with the reduction strategies that the Navy is following — that is, to totally avoid involuntary separations for career people." □

Air discounts extended

Some major airlines have extended their "Desert Storm Thank You" fares until Dec. 15, 1991. Discounts can be as high as 70 percent off regular fares. The fares were originally offered to reward military personnel for participation in Operation Desert Storm.

Discounts are offered to active-duty, activated National Guard and reserve personnel and their immediate family members. Ask for special rates when making reservations. □

Duty preference

Enlisted Duty Preference forms (NavPers 1306/63 Revised 7841, NSN 01-06/LF/1013/0916) should be submitted well in advance of your projected rotation date (PRD). Timely submission helps you and your detailer make efficient use of the assignment system.

As your PRD approaches, you and your detailer know that options will be limited by the billets available and their priorities. □

Navy to move nukes

President Bush announced initiatives affecting the entire spectrum of U.S. nuclear weapons Sept. 27 during a 20-minute televised address. His address called upon the Soviet Union to match the most dramatic U.S. nuclear arms reductions proposed since the Cold War began.

President Bush noted that leaders in Moscow and the Soviet republics are questioning the need for a huge nuclear arsenal. "We have an unparalleled opportunity to change the nuclear posture of both the U.S. and the Soviet Union," Bush said.

During the announcement, Bush stated that he had:

- Ordered the withdrawal of all ground-based, short-range nuclear weapons, most of which are in Europe.
- Ordered the removal of all tactical nuclear weapons, including nuclear cruise missiles, from U.S. surface ships and attack submarines, as well as removal of nuclear weapons from land-based naval aircraft. This would include 300 to 400 nuclear-tipped *Tomahawk* cruise missiles in the U.S. arsenal, 100 of which are at sea.
- Lifted the alert status on strategic bombers and long-range *Minuteman II* missiles.
- Terminated plans to put long-range MX missiles on rails and production of a mobile *Midgetman* missile.
- Canceled a program for a short-range nuclear attack missile replacement.
- Continued support for the B-2 bomber and Strategic Defense Initiative.
- Proposed a new single strategic command, combining separate Navy and Air Force control of nuclear weapons.
- Proposed a U.S.-Soviet agreement to defend against ballistic missile attacks, designed primarily for defense against terrorists and Third World powers, such as Iraq.
- Proposed talks with the Soviet Union to "explore cooperation on nuclear command and control; warhead security and safety; and safe and environmentally responsible storage, transportation, dismantling and destruction."

Bush called on the Soviets to join the United States in taking immediate steps to match these initiatives. □

Risky business

A look at Navy high-risk training

Story by LTJG John M. Wallach, photos by Brenda R. Welch



Photo by Ray E. Smith

A shipmate is in trouble.

Somewhere in the vast nighttime darkness of the Indian Ocean, he bobs over the crests and through the valleys of the 10-foot seas. Sporadic floating debris and the smell of jet fuel are the only remaining indications of his ill-fated fighter. The rhythmic pulsing of the strobe affixed to his helmet lights up the rainy night for the briefest of instants. He is cold and scared. The salt water stings the cut above his right eye. He thinks of his family.

Twenty miles away, a 19-year-old petty officer sits pensively on the stretcher-type bench that runs the length of the rescue helicopter's fuselage. He checks and rechecks his rescue swimmer gear and grapples with a pair of fins. He doesn't know the pilot fighting for his life on the sea below, but he knows it is up to him to see that the aviator is returned safely to his ship. The sailor tugs at the tight band of his wetsuit that pinches his biceps as the helo banks hard left, making a course for the pilot's last known position.

The crew members scan the choppy waters for signs of life as the helicopter approaches the crash site. Through the driving rain, the flash of the strobe is barely visible. The helo settles into a hover above the downed aviator. Dangling his flip-

Under the watchful eye of an instructor, water survival students, blindfolded by special goggles, grope their way out of the helicopter dunker trainer.

ALL HANDS



pered feet out the starboard doorway, the rescue swimmer secures his mask and snorkel and takes a deep breath as he is lowered into the waves.

He is submerged for a brief moment, then surfaces. Above, powerful rotors create a violent storm of wind and water, reducing visibility to inches. The salt spray feels like icy needles against the swimmer's face as he struggles through the monstrous swells toward the flashing distress beacon. In his mind, he runs through the rescue procedures he has practiced so many times in training.

The pilot is exhausted, relieved and panicked all at once. He lunges for the relative safety of the rescue swimmer. With a deft motion, the petty officer blocks the pilot's attempt, pushes him away and calmly, yet forcefully, tells him to relax and follow all instructions. The distraught pilot reluctantly obeys, and the swimmer tows him through the turbulent seas to a waiting rescue hook. After ensuring his charge is safely secured, the sailor secures

himself, and the two are winched up to safety together.

Fortunately, situations like this one are rare. But the Navy is a risky business and, like those in the example, many jobs in the Navy contain an inherent element of danger. You don't have to look far to find one — naval aviators, aircrewmen, SEAL teams, rescue swimmers, divers — they all put their lives on the line with each new mission.

Operational safety starts in the training environment, where sailors are given the mental and physical tools they need to perform their missions safely and effectively in the fleet.

It only makes sense that the training for a dangerous job should contain some element of risk. But how much risk is too much, and how much is not enough?

Should flight instructors go so far as to jam the landing gear on their students' aircraft so they can experience firsthand the effects of a wheels-up landing? Conversely, should the Navy simply eliminate all risk in the training environment

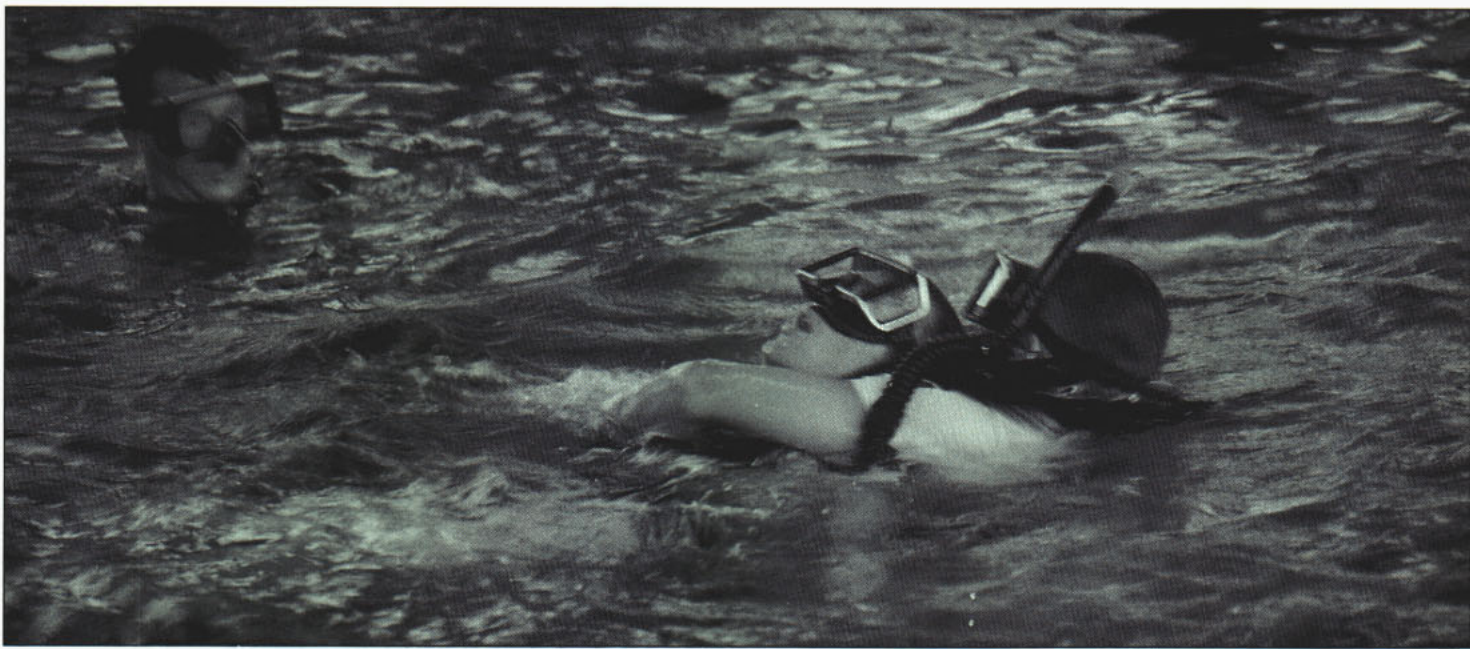
Left: A water survival instructor helps a student free himself from the parachute disentanglement trainer. Above: A Rescue Swimmer School instructor demonstrates how to escape the clutches of a panicked drowning victim.

by giving its damage controlmen a workbook, a videotape and a handshake before sending them off to a ship?

These answers are obvious, but a narrower definition of an acceptable level of risk is much more elusive.

The logical place to look at risk in the training environment is at Naval Air Station (NAS) Pensacola, Fla., where 27 of the Navy's 147 "high-risk" courses are conducted.

"In a high-risk area, everybody has to be trained to the maximum and psychologically prepared 100 percent of the time every day," says Chief of Naval Education and Training (CNET) VADM Jack Fetterman. "If the requirement is there to train, whether it be airborne, below the water or on the water, then the problem is doing it so that you have zero accidents. That's the goal; that's where you always want to go."



Above: A Rescue Swimmer School student practices towing a classmate to safety. Below: A water survival student begins his descent down the "slide for life." The device simulates a parachute water entry.

From his headquarters at NAS Pensacola, Fetterman and the CNET staff oversee the Navy's 3,200-plus shore-based training courses.

A relative newcomer to the job, Fetterman had been at his desk a mere four months when the General Accounting Office (GAO) released its second assessment in three years of the safety of the Navy's training program, "Navy Training Safety: High-Risk Training Can Be Safer."

The report re-examined safety concerns brought out in the GAO's March 1989 study, sparked by the 1988 death of Airman Recruit Lee Mirecki at the Rescue Swimmer School (RSS) at NAS Pensacola, a high-risk course.

The recent GAO study found that although some weaknesses still existed in the Navy's administration of its high-risk training programs, significant progress had been made.

"I think it was a good report," Fetterman says. "There are things to be done, but there are things that are always going to have to be done. You're never going to see a GAO report that says, 'training is perfect — next subject.'"

Less than a mile from Fetterman's office, the Navy's training safety policies are hard at work at the RSS. The sign above the door reads, "So others may live."

Behind a glass wall that spans the length of the second deck, Marine Corps Major Robert McDavid, RSS division officer, is afforded a panoramic view of his waterborne charges in the pool below.

"Safety is the number one concern at this school, and they know that," he says, gesturing to his students and instructors as they work through a series of lifesaving drills. "If you can't provide the students a safe training environment, you can't train them."

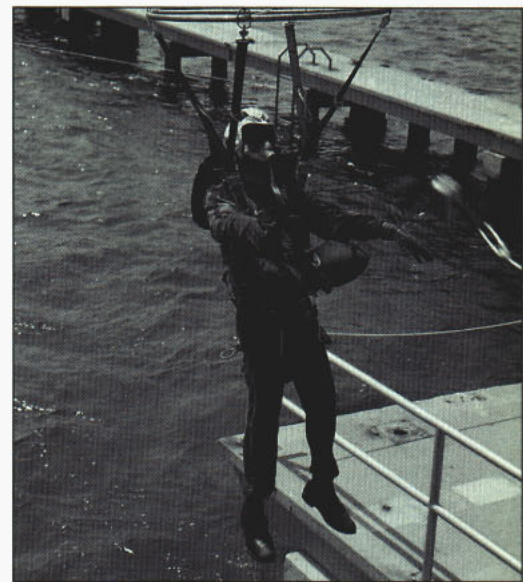
McDavid's safety philosophy for his instructors and students is simple, straightforward and followed to the letter: If there is a doubt, there is no doubt.

"There is a risk involved in any part of military training, and that's just part of the job," McDavid says, pointing out that risks in training are designed to help the student survive in an operational situation. "The risk is minimized by qualified people. We have some of the most qualified instructors in the Navy. They are dedicated to their job, they know their job, and they are screened before they get here."

But despite the unrelenting

emphasis on safety, both for the students and instructors at the RSS, the atmosphere on the pool deck is anything but cordial. The training is demanding — mentally and physically. At the RSS, safety is not to be confused with softness.

In the pool, a young airman has taken a training time-out, a policy which gives a student the right to stop an exercise for safety reasons. He stands at rigid attention, nervously clutching his mask and fins as he explains the situation to Senior Chief Aviation Machinist's Mate Chris Mitchell, the senior instructor at the RSS. "Yes, senior chief!" and "Aye aye, senior chief!" echo off the



tile that covers the walls and floor of the training tank. It is the first time-out the student has taken during his training. Mitchell is understanding but firm.

McDavid watches with interest and concern as the events unfold below. "There's no training time-out in the middle of the night in the Indian Ocean," he explains.

"We expect our students to put out 110 percent," Mitchell adds, reflecting on the incident. "To be a rescue swimmer, you have to be aggressive and have your wits about you. [The RSS instructors] identify any character flaws before that sailor gets to the fleet. He has to be an asset — not a liability. We not only train [the students] to be the best rescue

swimmers, we train them to be the best sailors.

"It takes a disciplined sailor to jump out into a sea state of five at night," Mitchell continues. "That's what high risk is all about. Our training has to develop an environment that gives the student an idea of how serious his job is."

The four students catching their breath on the metal bleachers at the end of the pool are finding out just how serious the training is.

"They expect a lot out of you here, but safety is always the number one priority," Airman Brigham Woodward says between breaths. "[The instructors] have to prepare us for the worst because in the fleet, we're responsible for saving lives."

But although the Navy has gone to great lengths to make training as safe as possible, McDavid is quick to warn that there is a limit. He cautions against eliminating all risk from Navy high-risk training courses, explaining that such drastic measures would jeopardize a sailor's ability to perform his mission.

"In order for a student to feel that he's qualified, he must have a sense of confidence and accomplishment," he explains. "You can only [reduce the amount of risk] so far to the point where he no longer feels there is a sense of accomplishment, that there is no work, no dedication and

A rescue swimmer class gets a well-deserved breather as two instructors prepare for the next series of drills.



On Pensacola Bay, a student leaps from the bow of a para-sail barge. Once at altitude, he will release himself from the tow rope and drift earthward, completing his water-entry checklist on the way down. Opposite page: A student naval aviator practices emergency procedures in a flight simulator.



no effort required. At that point, you begin to compromise [the sailor's] qualifications."

Down the road from the RSS, a group of six enlisted aircrew candidates is having a go at the helicopter dunker, a training device designed to teach students how to exit a helo after a ditching.

The sailors climb into the large steel cylinder suspended a few feet above a deep pool. At their instructor's command, they take their seats on benches and strap themselves in.

Without warning, the dunker drops to the surface of the pool with a thundering crash, rotates 90 degrees and begins to sink. The students take a last deep breath as the water creeps up to neck level. They are instructed not to move until the dunker's motion stops, but a few already have poised shaky hands above the release buckles of their harnesses.

After freeing themselves, they scramble for the dunker's side door, which now, with the trainer on its

side, leads directly down toward the bottom of the pool. By the way, they are all blindfolded with special goggles. You can't always schedule your helo crashes in the daytime, instructors tell their curious students.

Like many of the survival training devices enlisted aircrew candidates tackle during their training, the helo dunker contains an element of risk. But according to LCDR James Salamon, Naval Aircrew Candidate School division officer, it is a controlled risk and a necessary risk.

"We have to train like we fight," Salamon explains, citing the helicopter dunker as an example. "It could be a very hazardous machine if not used properly. But the first time you experience a similar situation at night, and you're flipped upside down in a UH-46 after going into the water, you would probably survive. Having experienced it through training, you learn to control your emotions and fears and do the proper procedures."

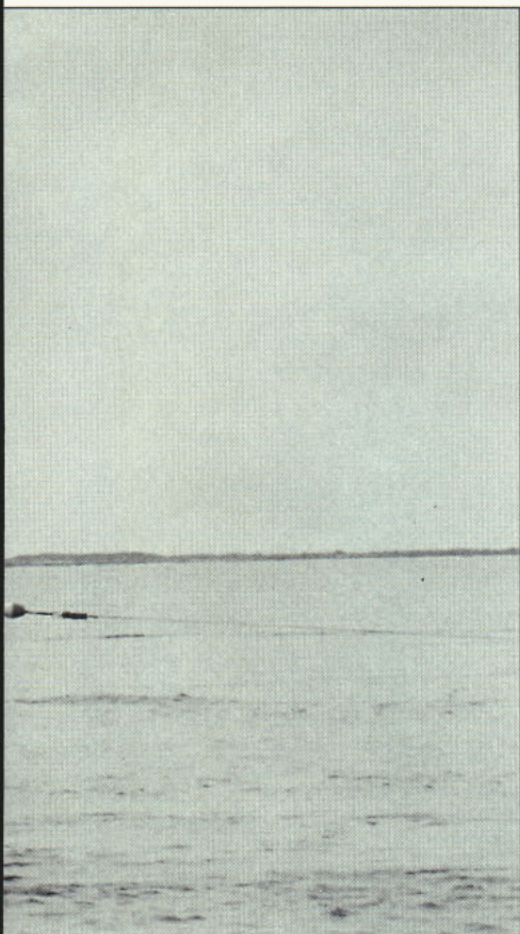
Salamon's philosophy of giving

students experience through emergency simulators like the dunker are also espoused by the Naval Aviation Schools command staff. "We make the training as realistic as possible," says Aircrew Survival Equipmentman 2nd Class Alan Lee, a water survival instructor. "All evolutions are safe — all areas are covered." Lee is confident in explaining why he feels risks during training need to be commensurate with those in operational situations. "Books don't put [the students] in a realistic environment," he says.

Off the air station's coast, more than 20,000 feet above the Gulf of Mexico, some of the Navy's fledgling aviators are testing their wings. Under the close tutelage of their flight instructors, they put the T-2C *Buckeye* trainer jets through their paces.

"Show me a spin," the instructor orders. Without hesitation, his student sends the jet corkscrewing toward the earth.

The small island serving as the



student's point of reference passes by the canopy once, twice and the student recovers the aircraft.

Further inland, another student surges forward in her seat as the instructor pulls the throttle back and informs her that she has a simulated power loss. Quickly and

carefully she runs through her emergency procedures, which include finding a suitable landing site, and guides her plane toward the plowed field she has chosen. When the instructor is satisfied with her performance in the maneuver, he takes the controls, powers up the jet and takes it up to altitude for yet another simulated emergency.

In flight training, the risk during maneuvers like these is very real. But students and instructors alike will attest that exposure to this type of controlled risk is safe and vital to their training.

CDR Pat Twomey, executive officer for NAS Pensacola-based Training Squadron 4 (VT 4), has been flying for nearly two decades. He explains how risk, as an integral part of Navy flight training, makes a better aviator.

"In a spin, we show [the students] what the aircraft is like out of control," he says. "They get first-hand experience in one of the worst situations a pilot can encounter. It builds confidence by showing them they can recover the aircraft — established safety procedures work."

And while the training is risky, students generally say they feel

safety is paramount. They trust their instructors to maintain the integrity of each training flight.

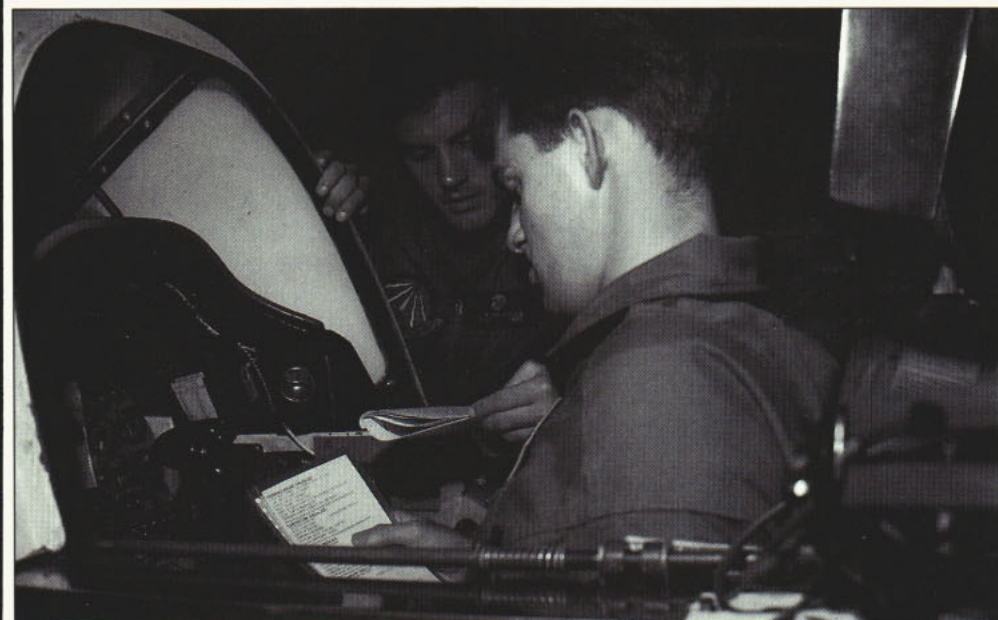
"You never get the chance to forget about safety," says ENS Susie Merriman, a VT 4 student. "The instructors know exactly when something has gone too far. They let you go to a certain point, and if they feel uncomfortable, they take the controls. But," she warns, "if they take over too soon, you're not learning."

"We know it's dangerous," VT 4 student LTJG Rich Huntley says of his chosen profession. "That gives me more incentive to study. I am confident safety is [the instructors'] top priority. When I go up for my solo, I will be prepared because they checked me."

There is always going to be a certain amount of danger in the way the Navy does business; it comes with the job. And as long as there are dangerous jobs, there will be high-risk training for those jobs. For the most part, students and instructors are aware of the risk they face in training, but they regard it as a valuable tool rather than as a threat to their safety.

Facing risk teaches attention to detail; it's what makes the diver check his gear that extra time. Experiencing risk provides knowledge; it's what allows the flight student to recognize the onset of a stall. Overcoming risk builds confidence; it's what gives the rescue swimmer the mental toughness to jump into 10-foot seas to save a shipmate.

And that's what it's all about. □



Wallach is director, print media division, Navy Internal Relations. Welch is a public affairs specialist assigned to CNET.



U.S. Navy photo

Horror on the high seas

America rescues three stranded by hurricane

Story by Ann V. Bollinger

Two men and a pregnant woman who lost their sailboat to Hurricane Bob spent 11 harrowing days adrift in a life raft, surviving on seaweed and fish they managed to catch, one of the trio said.

Their dramatic rescue 80 miles off Cape May, N.J., Aug. 28 came just as their rubber raft was being surrounded by sharks.

The three survivors — their faces severely burned and their ankles swollen and bruised — spoke after arriving at New York City's Kennedy Airport aboard a Navy helicopter.

Edward Provost, 35, of Pawleys Island, S.C.; skipper Marc Dupauillion, 26, of Calabash, N.C.; and Allison Wilcox, 32, of Austin, Texas, had been on the raft from Aug. 18 until they were rescued. Their trip aboard a

38-foot sloop began Aug. 16 at Little River Inlet, S.C. They were scheduled to reach Newport, R.I., Aug. 21 and were reported missing Aug. 23 by the boat's owner.

The sloop battled 70 mph winds, 40-foot waves and a waterspout — a tornado at sea. The crew was forced to abandon ship — and then their six-foot rubber raft took a similar beating. They were tossed into the sea at least 15 times and lost all their provisions, said Provost. They survived by catching fish, telling each other stories and eating "a lot of seaweed," he said.

They could see helicopters looking for them, but their would-be rescuers did not spot them. "Finally," he said, "Four days ago we saw them all around us."

When they finally made contact, Provost said he thought to himself, "Well, it's about time."



The medical crew aboard USS America treated three civilian sailors rescued after they spent 11 days at sea in a life raft. Their sailboat capsized off the coast of New Jersey during Hurricane Bob.

Provost told how a helicopter crewman jumped into the shark-infested waters twice.

"The real hero is this guy," Provost said, pointing to Aviation Anti-submarine Warfare Operator 3rd Class Steve Doerner. "He dove into the water filled with sharks." At one point Dupauillion, who was unable to get the hoist around his waist, fell 15 feet back into the water as he was about to enter the helicopter.

Looking down, Doerner saw about a half dozen sharks swimming beneath the raft.

After rescuing Dupauillion, Doerner went back to get Wilcox.

"She couldn't move. She had no strength left. I knew the only way to get her out was to go in again."

Doerner, a slight 24-year-old, told reporters: "I tried not to think about the sharks. Yeah, they were there, but I thought 'this is my job. This is what I get paid for.' And I know that if I was down there I'd want somebody to come get me."

Wilcox, who was six months pregnant at the time of the rescue, considered the trip "the last chance she'd have to get away before the baby came," said her boyfriend, Steve Voorheis.

She looked emaciated and beaten as she was transferred from the helicopter to an ambulance.

The three were taken to Jamaica Hospital, where they were being treated for dehydration and salt overload. Wilcox's unborn baby is reported to be doing well.

Dupauillion waved as he passed reporters but did not stop to speak. He had one foot bandaged, the other swollen and large black spots on his skin from exposure.

The three work for a Florida boat-transport firm. □

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•*Editor's note: On Oct. 9, a naval aviator who participated in the saving of three lives during this brave rescue lost his own. LT Richard D. Calderon was killed when his SH-3 Sea King helicopter went down in the Atlantic Ocean during a routine training mission. Also killed were LCDR Karl J. Wiegand, Aviation Antisubmarine Warfare Operator Second Class Karl J. Wicklund, and Aviation Antisubmarine Warfare Operator Third Class Vincent W. Bostwick. LT Calderon received the Navy Achievement Medal for his outstanding performance in the rescue.*





Angels from the sea

Joint service "Sea Angels" comfort cyclone victims

As Operation *Desert Storm's* impact subsided, homebound warriors aboard ships of the amphibious task force (ATF) turned their rudders hard left to help victims struck by another storm.

A devastating cyclone ravaged Bangladesh April 30, and subsequent battering by torrential rains and floods left hungry and disease-stricken Bangladeshis with little hope for survival. Nearly 140,000 people perished in the world's eighth-largest populated nation, leaving millions foraging the devastated coastal areas for food, water and shelter. President Bush answered Bangladesh's call for help without hesitation, forming a joint task force (JTF) under Marine Corps Major General Henry Stackpole to coordinate relief efforts.

More than 7,000 sailors aboard the eight ships of Amphibious Group 3 (PhibGru 3) and embarked Marines of the 5th Marine Expeditionary Brigade (MEB) arrived in the Bay of Bengal May 15. The ATF, diverted from its

trip back to U.S. home ports after participating in Operations *Desert Shield/Storm* since Dec. 1, 1990, contributed helicopters and amphibious landing craft critical to the movement of relief supplies.

The first full day of Operation *Productive Effort* had U.S. Air Force C-130 transport aircraft moving relief supplies and equipment necessary to establish a JTF support site in Chittagong. Military Airlift Command C-5 and C-141 aircraft moved nearly 200,000 pounds of supplies from the capital city of Dhaka to Chittagong and remote locations along Bangladesh's storm-ravaged coast, while U.S. Army UH-60 *Blackhawk* helicopters provided reconnaissance and acted as key participants throughout the massive airlift.

PhibGru 3 Commander RADM Stephen B. Clarey positioned his ships about 15 miles offshore as Marine Corps Brigadier General Peter J. Rowe readied his 5th MEB leathernecks to support the effort from the sea.



Bangladeshis unload 450 bags of rice provided by the CARE organization and airlifted by Marine Corps CH-46s to devastated areas of the country. Opposite page: Curious Bangladesh islanders gather around an "American wind machine" used by the "angels from the sea" to transport relief supplies.

"We used our ships, Marines, helicopters and landing craft for freedom in the Arabian Gulf, and now we are using them for humanity," Clarey said aboard his flagship, *USS Tarawa* (LHA 1).

The JTF's sea-based arm was joined by the maritime pre-positioning ship *M/V 1st Lt. Jack Lummus* and fleet oiler *USNS Passumpsic* (T-AO 107), also outbound following duty in the Persian Gulf.

Upon arrival, the amphibious group began distributing food and supplies from CH-53D *Sea Stallions*, CH-46E *Sea Knights* and UH-1N *Huey* helicopters from Marine Aircraft Group 50, 5th MEB's aviation element.

Thousands of pounds of rice, water and medicine were brought into devastated areas, despite high winds and heavy seas. Survival kits of high-protein food bars, drinking water, tarps, candles and other necessities were passed to thousands as building supplies arrived for Seabees and Marines to construct shelters.

Marine aviators were also busy moving life-preserving supplies and materials to small islands and ferrying damage assessment teams to determine what supplies or relief efforts were needed. Kutubdia was the hardest hit island, with more than 50,000 people perishing in what residents called a "wall of fire."

"We saw some dead Iraqis during the war. We saw some in bad shape," Navy LT (Dr.) John Koella, assigned to 2nd Battalion, 11th Marines at Camp Pendleton, Calif., told reporters in Kutubdia. "But in the grand scheme of things, this is far worse — far more depressing. It's an uphill struggle in every way."

As Koella and his medical team worked to quell the spread of infection, the Navy-Marine Corps team made history May 16, when two air-cushioned landing craft (LCACs) from *USS Anchorage* (LSD 36) and *USS Mt.*

Vernon (LSD 39) streaked ashore near Chittagong with 5th MEB Marines and equipment. Bangladeshi villagers watched curiously as Marines led a stream of forklifts and highly-mobile, multi-wheeled vehicles (HMMVs) off the ramps of the "American wind ships" and onto the narrow road. *USS Juneau* (LPD 10) and other task force ships also launched utility landing craft (LCUs) in what resembled an all-out amphibious assault.

"It's an incredible feeling to land in an area which has been so devastated, knowing that we are carrying supplies that will help people survive," said Operations Specialist 2nd Class Tony Strickland, an LCAC navigator with Assault Craft Unit 5. "The people from the villages run to the landing zones by the thousands."

Flying over several offshore islands, Marines were greeted by natives waving empty baskets and bowls to indicate their lack of food. As the aircraft landed, helicopter crews leapt out to distribute lifesaving sacks of rice. This scene was repeated hundreds of times throughout the operation.

"I must thank all the people that have come to our country," said Bangladeshi Maj. Gen. Mahamud. "[U.S. Marines, sailors, soldiers and airmen] come as angels from the sea." Moved by this reaction to the U.S. response, U.S. commanders renamed the effort *Operation Sea Angel*.

Dark, rain-filled clouds failed to dampen the spirits of survivors in Patia as they made their way to meet the "angels from the sea." This particular group of angels, five members of a Navy medical civic action team, landed near the village to offer medical assistance. LT (Dr.) Charles Worrilow, a Navy doctor attached to the 5th MEB aboard *USS Vancouver* (LPD 2), said the cyclone contaminated all the area's fresh water sources.

Five Navy medical teams worked to establish aggressive preventive medicine programs to augment Bangladesh's medical capabilities. Entomologists of Navy Environmental and Preventive Medicine Unit 6, based in Pearl Harbor, tested shallow wells for any indications of insect-transmitted diseases.

Navy and Marine Corps technicians set up three water purification units near Chittagong May 17, each with a capacity to make nearly 9,000 gallons of fresh water from salt water each day. Hundreds of five-gallon cans were filled for transfer to waiting helicopters that airlifted the lifesaving liquid. LCACs, LCUs and "Mike" boats from task force ships, including those from the tank landing ships USS *Barbour County* (LST 1195) and USS *Frederick* (LST 1184), ferried pallets filled with cans of water to islands and coastal villages.

"We're going to envelop the effects of this disaster just like we'd envelop the enemy in a war," said CWO4 William Lange, fuels and water officer for the 3rd Marine Expeditionary Force based in Okinawa and project manager for the installation of the portable reverse-osmosis water purification units (ROWPUs) in the southern region of Cox's Bazaar.

Navy SEAL teams that had protected the task force during *Desert Storm* played a traditional role during *Sea Angel*, though without the usual combat goals. Their traditional mission — to establish landing zones for LCACs and LCUs during an amphibious assault — was extended to include moving equipment and supplies to Bangladesh villages. SEALs also worked with 5th MEB communications leathernecks to establish radio contact with task force ships and landing craft.



Photo by JO2 Roger Dutcher



Photo by PH2 Kimberly Parish

A Marine moves aluminum "siding" from an LCAC to a waiting truck for use in building shelters. Below: USS *Tarawa* nears Subic Bay, Philippines, following her deployment to the Persian Gulf and Bangladesh. *Tarawa* served as flagship for *Sea Angel's* sea-based arm.

LT Tony O'Brien, embarked aboard *Vancouver*, said that although their *Sea Angel* role was nontraditional, task force SEALs had a good attitude about the effort. "Everyone wants to get Bangladesh mud on their boots."

After two weeks, sailors and Marines aboard the PhibGru 3 ships resumed their voyage home May 29. As the task force departed the Bay of Bengal, USS *St. Louis* (LKA 116) arrived to assist the 42 sailors and Marines and 82 Army personnel still on-station. During the operation, task force personnel had moved more than 4,500 tons of supplies during 1,700 helicopter and C-130 sorties and 46 landing craft missions.

As Operation *Sea Angel* drew to a close, it marked another chapter in the Navy-Marine Corps team's humanitarian history — once again proving itself as the best rapid-response weapon in the world's arsenal.

As Bangladesh slowly recovers from the shock of yet another massive devastation from Mother Nature, the spirit of these people — all too familiar with nature's wrath — helps them look ahead. On Sandwip Island, Amman Ali, a gray-haired farmer, looked at the salt-saturated soil that surrounded his small hut.

"In a few months, we will farm again . . . the rice will grow," Ali said. "We will have food for ourselves." □

Story compiled from on-scene military journalists' reports, including Marine 2nd Lt. J. W. Disney, Marine Cpl. Sean Wright, Marine Lance Cpl. S. Michael Rummel, JOCS(SW) James Jones, JO2 Roger Dutcher, PH2 Kimberly Parish, JOSA Chad McKimson and Air Force Staff Sgt. Val Gempis.



“Service Supreme”

USS Samuel Gompers tends Australian frigate

Story by J03 Bryan M. Jessup, photos by PH3 Eric W. Christison

Flexibility, forward deployment and our capacity to offer more than routine repairs to forward-deployed units make for a mighty war machine. Add to that our ability to support joint operations and you have a winning punch. All these elements came together recently when USS *Samuel Gompers* (AD 37) helped rebuild the Royal Australian Navy guided-missile frigate HMAS *Darwin* (04) fol-

lowing a fire at sea that damaged one of the frigate's engines.

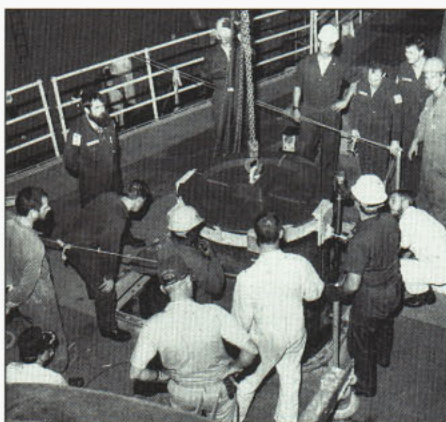
At approximately 8:00 a.m. July 20 *Darwin* was steaming through the

Arabian Gulf. After participating in Operation *Desert Storm* with her sister ship, HMAS *Adelaide* (01), as part of the multinational maritime interception force, she was headed for Ash Shuaybah, Kuwait, to rendezvous with a ship she was assigned to escort.

This Saturday morning, all was normal while passing through the mineswept channel. Then the ship's number-two gas turbine engine caught fire. The crew immediately went to "action stations," the Australian equivalent of general quarters.

Four minutes after the alarm was sounded, the fire was extinguished

Above: *Gompers* tends HMAS *Darwin* (center) and USS *Underwood* at Mina Sulman, Bahrain. **Right:** Working late into the night, riggers aboard *Gompers* help their Australian counterparts remove the LM-2500 gas turbine engine.



GSE2 Gary W. Johnson and GSM3 Mike R. Tarbuck install the rails used to guide the engine through the escape trunk and out of the ship.

using an automatic halon system. The ship then dropped anchor to allow investigators time to figure out exactly what had happened and the extent of the damage.

"We discovered significant damage to the high-speed flexible coupling and the exhaust duct assembly," commented CDR Martyn Bell, *Darwin's* commanding officer. "We needed to get these fixed so we could continue our mission. We wanted to get back out there as part of the multinational force."

According to Bell, Australian navy ships are usually repaired in commercial or naval shipyards in Australia. Of course, there wasn't an Australian repair facility in the area. So, after making sure everything was safe, *Darwin* set course for Mina Sulman, Bahrain, where she pulled alongside *Samuel Gompers* for repair.

Since *Darwin* is an American-built ship, *Gompers'* mechanics and electricians were familiar with the ship's design and the LM-2500 gas turbine engine. Repair department crews from *Gompers* worked extended hours removing the damaged engine and cleaning the engine compartment.

At the same time, the ship's logistics teams coordinated with their Australian counterparts to order the parts necessary for the repair, many of which are very specialized and had to be ordered from the United States as well as Australia.

The Australians were able to get the engine's power turbine, gas generator and high-speed coupling from their own supply system. The high-speed coupling shroud and exhaust duct were another matter. These



very large parts were found in the United States and had to be flown in on a special flight.

"This was one of the worst high-speed coupling problems the U.S. Navy has had to deal with," said CDR Richard Schwarting, *Gompers* repair officer. "The job was even more difficult because of the extensive structural damage."

The Ship Repair Unit (SRU) Bahrain, a permanent U.S. Navy ship repair team stationed there, organized commercially-contracted repair work to fix the structural damage. "Between *Darwin*, *Gompers* and the SRU, everything came together and we were able to complete a job which would normally have been done in a shipyard," Schwarting said.

One week after *Darwin* pulled alongside, *Gompers* had to get underway to Jebel Ali, United Arab Emirates, for a scheduled tender availability. However, some repair parts hadn't arrived, and the new engine hadn't been installed. So, in the spirit of the ship's motto, "Service Supreme," the ship left six repair workers from the gas turbine shop aboard *Darwin* to finish the job they had started.

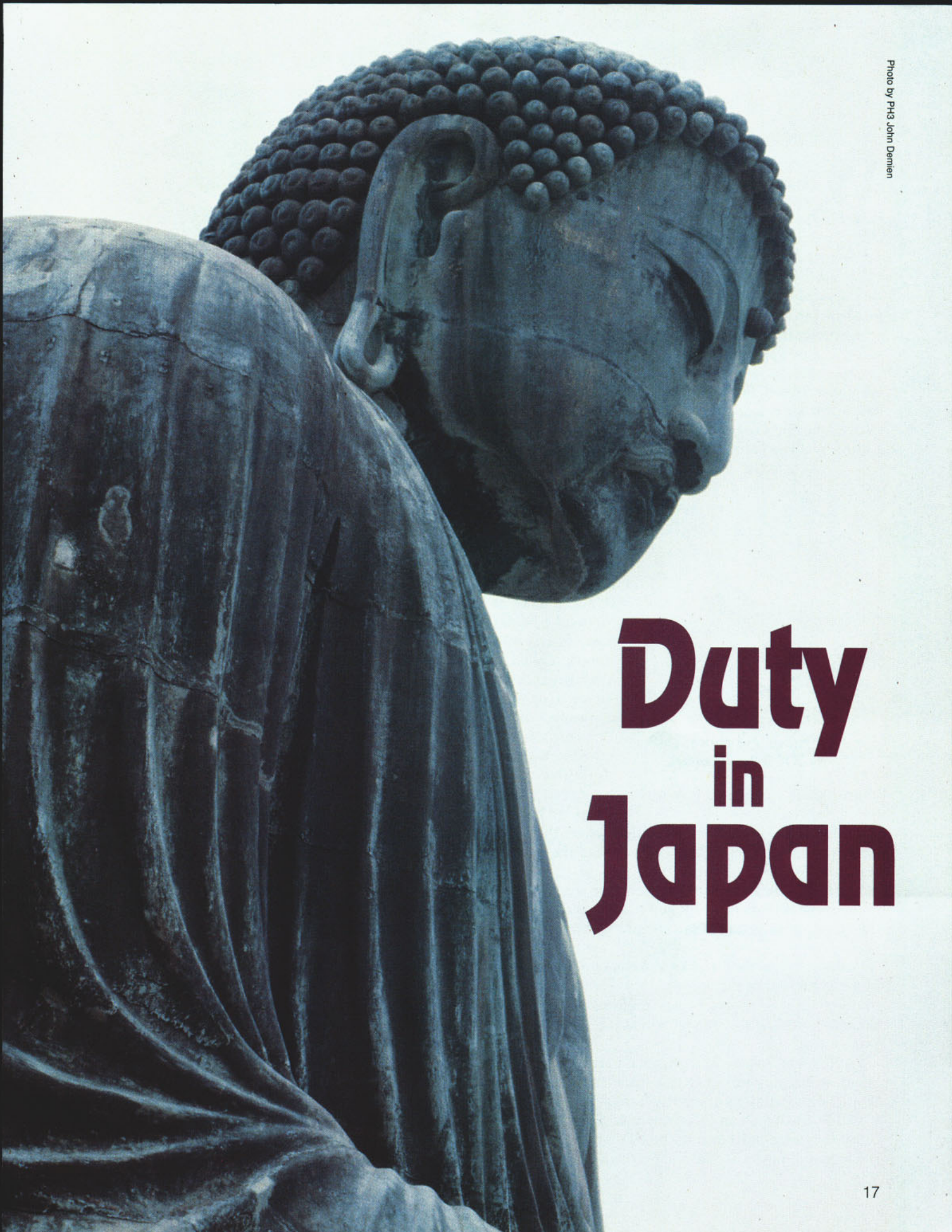
"*Gompers* has been the repair coordinator and provided us with a lot of technical expertise, manpower and the ready access to workshops and tools to ensure the job goes easily," Bell said. "We have been

fortunate enough to take advantage of the very kind offer of *Gompers* to help us with our defects. Certainly they have worked extremely well in providing my ship with all of the support we need."

"Working on *Darwin* was a great experience for all concerned," Schwarting said, "especially the sailors in *Gompers'* gas turbine shop. They haven't had a chance to work on a job of this magnitude, especially on such short notice, in several years."

"I think it's very good for sailors from different navies around the world to get a chance to interact with each other, both professionally and socially. It merely underlines the close cooperative effort by the multinational forces since August of last year," Bell added, "and in my 20 years of experience in the Australian navy, this is the first time I've been outboard an American destroyer tender doing a job of this nature. It goes without saying, I don't think anyone in the world could speak highly enough about *Gompers*. It was very reassuring for me to know that I had access to a repair facility which is second to none." □

Jessup is assigned to the public affairs office, USS Samuel Gompers (AD 37).



Duty in Japan

When most sailors think of the U.S. Navy in Japan, they first think of Yokosuka. It is right that they should, for the story of the naval power in Japan has, for the most part, been steeped in the history of the Yokosuka Naval Base.

When Japan broke out of its self-imposed isolation in 1854, one of its first acts was the purchase of a training ship and two warships which became the nucleus of the Imperial Japanese Navy.

However, these ships were purchased abroad, and it soon became apparent that, if their navy was to continue to expand, a shipyard would have to be constructed near Edo (now Tokyo). This shipyard would not only build new ships for the navy, but repair existing ships as well. Officials of the shogunate government then in power, approached the French Legation in 1864 for help in

identifying sites for a shipyard.

Mr. Teiji Takemiya, who served in the Imperial Japanese Navy during World War II, began work at Yokosuka Naval Base shortly after the war ended. Takemiya, currently in charge of community relations for Commander, Fleet Activities

Pillar of peace

Story and photo
by JOCS Bob Hansen

Yokosuka, is considered Yokosuka's unofficial historian. "Yokosuka was selected for the shipyard because it resembled the French port of Toulon where the French navy was based," he said. This simplified the tasks facing the French designers.

The "Meiji Restoration" in 1868 marked a watershed in Japanese history. The shogunate was abolished, and the emperor moved into the shogun's former palace in Edo.

Work on naval facilities in Yokosuka continued and by 1871 the Yokosuka shipyard was established. The Imperial Japanese Navy began implementing plans for expansion following the victorious war with Russia in 1905.

Facilities at Yokosuka continued to expand along with Japanese military power in the years leading up to World War II. The buildings currently housing Commander, Naval Forces Japan and Commander, Fleet Activities Yokosuka were built during the 1920s as headquarters of the Imperial Japanese Navy's Yokosuka Naval District.



The statue of Japanese Admiral Hiei Hachiro Togo greets visitors to his former flagship, *Mikasa*, just outside Fleet Activities Yokosuka.

By 1941, Yokosuka Naval Base was known throughout the world as a major shipbuilding and repair yard. Hundreds of vessels, including aircraft carriers and battleships, were built or repaired there. During World War II, Yokosuka was a major linchpin in the Japanese effort, surprisingly suffering minimal damage from allied air attacks. In late 1943, as allied victories began to mount, construction began on air raid shelters within the famous Yokosuka caves.

After the war, the U.S. Navy took control of the base. Its strategic value was demonstrated during the Korean War when it was a forward staging area for American operations. After Korea, the Japanese Maritime Self-Defense Force was established, and, once again, a Japanese naval presence was found at Yokosuka.

Although the old headquarters buildings are still used, the rest of the base continues to be upgraded and expanded. Japan is now our ally, and relations between the two navies is a model of cooperation.

Yokosuka is still a favorite liberty port for sailors and a continuing symbol of our commitment to a strong national defense and freedom of the seas. □

Hansen is assigned to Naval Reserve Public Affairs Center, Det. 220, San Francisco.

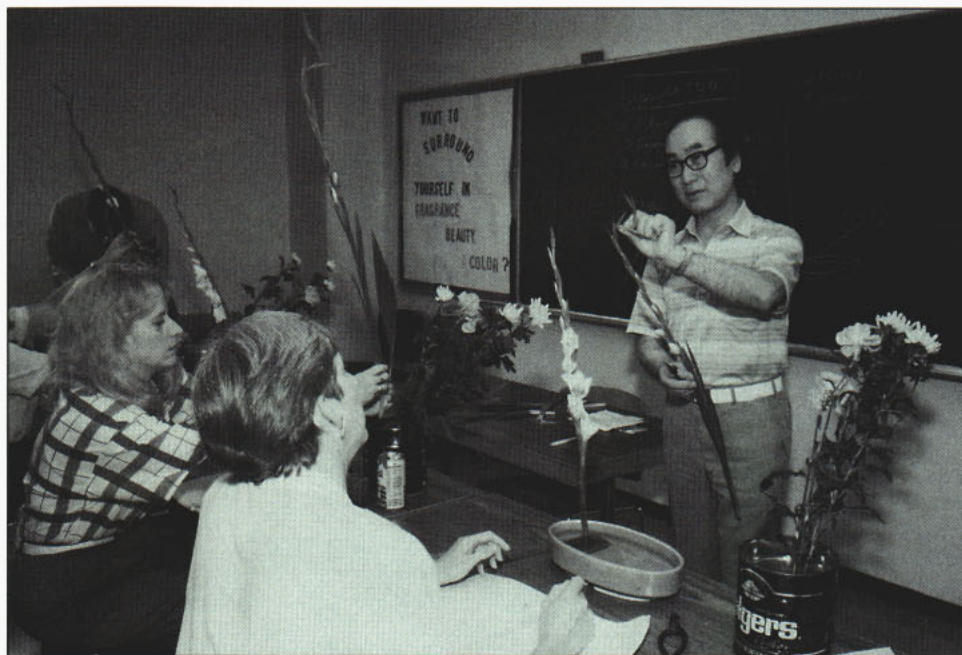


Photo by PH2 Dwayne Newton

"Ikebana sensei" Kenpoh Ohara demonstrates the fine art of ikebana flower arrangement to Sue Cashion and another Navy wife at the Yokosuka Community Center.

One Navy family has found its five-year tour of duty in Japan to be the thrill of a lifetime. When they arrived in 1986 with their 13-year-old son Ben, Yeoman 1st Class Jim Cashion and his wife, Sue, were amazed at the abundance of Japanese culture right at their front door in Yokosuka, Japan.

They have enjoyed Japan so much they elected to do back-to-back tours. Cashion, formerly assigned to USS *Midway* (CV 41), joined the aircraft carrier USS *Independence* (CV 62) when she replaced *Midway*. The

Cultures mesh

Story by JO1 Eugene Fleming

Cashions have met and made many friends while here, such as master artisans Kenpoh

and Tomeko Ohara, both ikebana *sensei*, or teachers, who have traveled internationally teaching the fine points of the ancient Japanese art of flower arrangement.

"It may take a little bit more time to go up to Tokyo, but it's a lot of fun, and you meet a lot of different people all the time," said Cashion.

Through their travels in Japan they soon discovered myriad ways to exchange ideas and share talents with their new friends. Jim and Sue soon found many lifelong friendships through their love of art, music and theater.

Cashion, a bonsai tree gardener, found his hobby suited to their cozy, two-bedroom apartment on base. "After all," he said, "a bonsai garden needs as much or more care as a regular garden. Bonsai gardens are very involved, quite rewarding but fit in smaller spaces."

Sue began teaching English, acting and singing. She

also learned *Bon Odori* dancing. Soon, the Cashions were as immersed in learning about their hosts as the Japanese were in learning about them. "There are wonderful ways to get to know the language and the people," she said.

The Cashions discovered that the Japanese love to practice their English, and what better way to do so than with their students at the community center. In turn, the Oharas also shared some of their cultural interests.

The Ohara's traditional Japanese-style home is a stark contrast to the Cashion's high-rise. The Ohara home is more than 50 years old, but has been updated to provide comfortable, modern city living, with air conditioning and many other conveniences. Their walls display years of collecting precious ceramic mementos.

Quiet evenings find the Cashions and their friends sharing Kenpoh Ohara's favorite "foreign food" — Mexican. The spicy food is a favorite of both couples. "Mexico was my first visit abroad. I love the food very much," said Ohara.

Everyone agrees Sue's nachos and dip are a big hit along with the wine and sake, the traditional Japanese white rice wine.

Many Japanese people enjoy long hours of *kareoke* singing, where music is supplied, while you sing the words. With some background music and lyrics, almost anyone can be a star. The Cashions, however, don't stop at amateur singing — having appeared in many television productions while stationed here.

The cultural interests these two families share are wonderful symbols of family spirit that exist between the Japanese and Americans in Japan. If you have orders to Japan, prepare yourself for adventure — you are about to enter a time and place of mysteriously exotic sights, sounds and aromas which may overwhelm you. □

Fleming is assigned to Naval Reserve Public Affairs Center, Det. 220, San Francisco.



Their neighbors speak only Japanese, and their television receives only Japanese stations. They walk barefoot on *tatami* mats and close their *shoji* (white opaque paper) screens for privacy. They manage without a car, commuting to separate jobs on trains, and they're excited about the chance to experience Japanese culture.

Fire Controlman 3rd Class Tom Dunn and his wife, Yvonne, live in a suburb of Yokosuka, only 35 minutes and a world away from Yokosuka Naval Base. But the Dunns are still very much American. They draw the line at

Living off base

Story by JO1 Barbara J. Lawless

sleeping on futons. "Anything else would be too much like camping out," said Yvonne. Their American couch fills the front room of their Japanese home. Too large for the narrow doorway, it had to be carried in through the window.

Bright, energetic and self-confident, the Dunns, both 21 and recently married, look forward to three years in Japan (the normal two-year tour is extended if a family member joins the service member).

Tom has served nearly three years in the Navy, graduating from "A" School at Great Lakes, Ill., and then serving in San Diego.

Assigned to USS *Hewitt* (DD 966), Tom said, "I like shipboard life; things run smoothly." He added, "But, I don't like being away from her."

Life on the Japanese economy includes using one of the largest mass transit rail systems in the world. Here, passengers crowd around train maps mounted on a station wall near Yokosuka. Even though they are easy to see, most are not easy for Americans to read, as they are in Kanji, not English.

For the Dunns, finding a place to live off-base was a major concern, but it turned out to be easier than expected. They got a list of English-speaking realtors from the Family Service Center (FSC) and looked at a few apartments. They moved in 10 days after Yvonne arrived. "I just had a good feeling about this place," said Yvonne.

Tom appreciates the Navy's help. "This base is a lot tighter," he said. "They treat you better than in the states."

The FSC sent a Japanese-speaking woman who introduced the Dunns to their neighbors. She also showed the Dunns how to use host-country appliances, such as the bathtub, kerosene heater and washing machine.

The bathtub consists of a water heater, a drain in the floor, a hand-held shower for soaping up and rinsing off and a small hot tub for soaking; but no bubbles. "It's great, especially in winter," said Tom.

The Navy supplied funds for an American stove to replace the small burners, an American refrigerator and a Japanese washing machine. Tom strapped the washer, smaller than an American-made washer, to a luggage carrier and transported it home on a train and up a hill.

Moving in cost them \$2,400 (four months rent), but Tom received an advance on his allowances. For \$600 a month they live in a small (about 800 square feet) one-bedroom Japanese-style apartment. Tom's allowances cover costs.

Japan is expensive, similar to other high cost-of-living areas such as Hawaii, San Francisco or New York. But

here, the Dunns feel safe. "The few times we left the house unlocked, we didn't worry about it," said Tom.

Yvonne teaches English part-time to 350 Japanese teenagers at a boys' school, though she has no degree in teaching. For her 11 one-hour classes she earns 160,000 yen a month (\$1,200). She heard about the job through a friend and "decided I had to go for it. The Japanese like people who feel sure of themselves.

"Sometimes it's overwhelming, and I'm not sure what's expected of me," she said. "They gave me a textbook, but I can teach as I choose. I talk about holidays and American food, like pizza. The students are shy, but a few have stopped to talk to me."

Swedish is Yvonne's native tongue. Her parents moved back to Sweden when she was two, returning 10 years later to Utah, so she understands the challenges of learning English as a second language.

Both agree adjusting to the Japanese culture takes patience. "Sometimes I feel pushed out," said Tom. "It's just that the Japanese people are very reserved. However, once they're your friends, they're very loyal."

**"You have to get out there,
jump in the pool and swim."**

Despite her enthusiasm for living in Japan, Yvonne also found herself facing culture shock shortly after she arrived.

"It happened after Tom left on his ship," said Yvonne. "It was winter, bad weather. I'm very friendly, but I couldn't speak to anyone. I was afraid to take the train. Everything was upside down. I was upset and didn't know why. Later I realized it was because I was newly married, in a new country, with a new culture and a new job." She stayed with a friend from church for a while.

The Dunns have advice for others new to Japan.

"You have to get out there, jump in the pool and swim," said Yvonne. "It's okay to feel upset, but you need to do something." Tom agreed. "Don't just sit on base or go to the club. There are so many places to go. If you're single, grab a friend, get out and go. If you're married, live on the economy. The FSC has maps and will help you plan a trip. You don't have to go far. We spent two hours just looking at the food in the grocery store." □

Lawless is assigned to the Naval Reserve Public Affairs Center, Det. 220, San Francisco.

Moving to Japan?

By LTJG Charlotte Wiggins

Going to Japan? Wondering what you'll do when you get there? Here are some quick tips:

- Get started by writing the Japan National Tourist Organization (JNTO) for a copy of *Economical Travel in Japan*, 360 Post St., Suite 401, San Francisco, Calif. 94108. The publication lists helpful hints on how to prepare for travel to Japan.

- "Easy going" is the Japanese motto for train travel. Trains are on time and comfortable. When contacting JNTO, ask for the current price of a Japan rail pass. A seven-day pass allows you to travel anywhere in Japan on the JR line, including the *Shinkansen* "bullet" train. Average cost is \$200 depending on the exchange rate. Children travel for half-price. Buy it before you leave the United States.

- Have a bike? Bring it with you. Japanese cities are designed for bicycle traffic. It's an interesting and inexpensive way to get around.

- Plug it in and it should work. The electric current in Japan, both on- and off-base, is 100 volts (V) 50 or 60 (Hz) cycles. In the United States it's 110V, 60Hz. Microwave ovens, toasters, coffee-makers and hair appliances will all work on Japanese electricity. You may need to convert your record player/tape recorder. And keep an eye on your 60Hz electric clock.

- Save up. You're entitled to special allowances living in Japan. However, from the time you put in your paperwork, it could take up to three months before you see the extra money. Pay off bills and the car payment. Plan \$3,500 for a comfortable nest egg.

- Stock up, particularly on your favorite shoes. Japanese feet are small. Navy Exchange selections are limited. Not sure what you'll need? Pack a copy of your favorite catalog.

- Plan ahead. Household goods shipments take an average of two months to arrive. In quarters on- and off-base, space is limited. Bring only what you need. Leave large furniture items in storage in the United States.

- *Yokoso!* That's "welcome" in Japanese. Learning a few basic words and phrases will make it easier for you to get around and meet your neighbors. Language tapes and phrase books make it easy to learn. □

Wiggins is a public affairs officer assigned to Naval Reserve Public Affairs Center, Det. 220, San Francisco.

American children in Japan need to prepare themselves for a once-in-a-lifetime opportunity. Not only will they explore the traditional educational opportunities available to family members of service personnel, they'll get a unique and challenging experience assimilating knowledge about the local culture. American children in Japan have the best of the old and the new.

Moving from place to place can be unsettling for some people, and it is very hard for most teens to enjoy the transient lifestyle of a military family. Like any other American boy, 13-year-old Ben Cashion says he would rather be riding a skateboard or playing video games with friends next door. Coming to Japan, however, has helped him conquer a problem thousands of skateboard jocks dread — math.

In Japan, *Kumon* math is taught at an early age, and it is almost distinctively Japanese. It is a slow progression of learning math, and it must be practiced daily. *Kumon* math has helped Ben and other children here learn the basics.

The use of the ancient *soroban* calculator, which is

An adventure in learning

Story by JO1 Eugene Fleming

taught beginning in the third grade in Japanese schools, helps Department of Defense Dependent School (DoDDS) students excel in math far beyond what many students thought would be possible.

DoD school officials view these methods and the Japanese *senseis* who teach them to be miracle workers. And to support it, they point to test scores that show their schools routinely get higher scores than traditional American schools.

The schools encourage a strong relationship with the local culture and each year compete in the annual



soroban contest in Tokyo. The contest pits the most skilled users of this ancient calculator against other students from across Japan.

Alisha and Jennifer Duncan, 15 and 13 respectively, are both shining examples of the close cross-cultural relationship existing between the highly successful Japanese system and DoDD schools. The Duncans have many Japanese friends and both speak Japanese fluently.

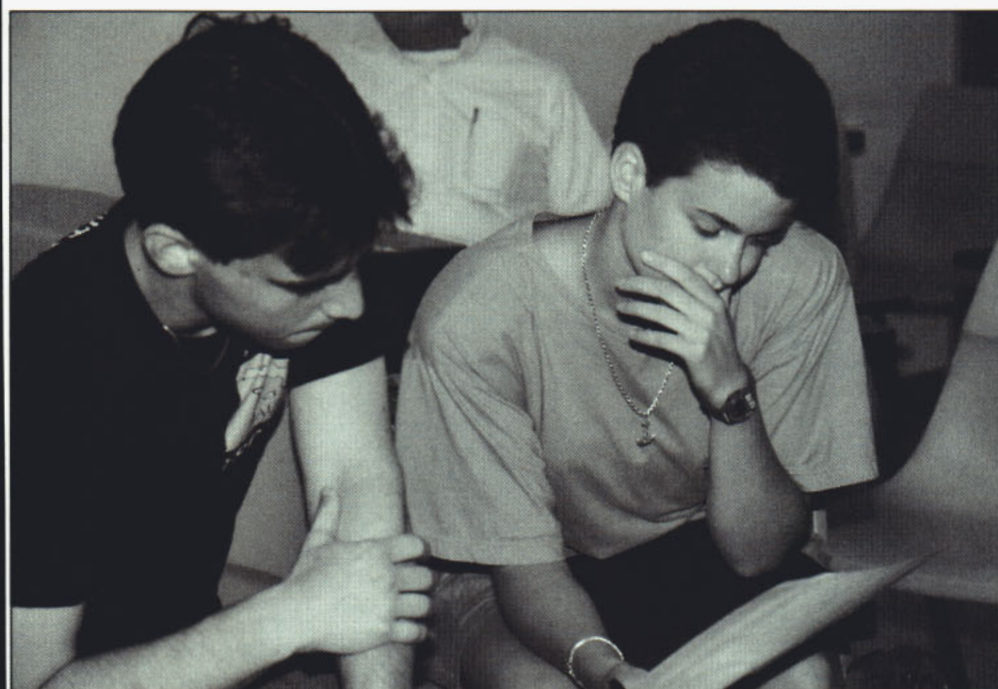
Alisha, a bespectacled, aspiring aeronautical engineer, is this year's certified *soroban* champion. Jennifer, a former *soroban* champion, also shared second-place honors this year. Like many other Japanese students here, her studies won't stop after school work is done because she attends an off-base *soroban* class.

Both girls are very active in scouting, where they have made many friends through sister Japanese exchange programs and American chapters.

The competitive nature of Japanese schools, though, is a stark contrast to the friendly nature of American students, said their mom, Fumico Duncan. A native of Yokosuka, she points out that friendship in Japanese classes is an exception.

"In Japan, students don't help each other [study]," said

ALL HANDS



Left: Krista Paquin and HM3 Christopher W. Glaser, both students at the Far East division of the University of Maryland, go over an English assignment after class. Opposite page: Alisha and Jennifer Duncan show off their merit badges earned in scouting.

Fumico. "Friend is enemy," she emphasizes.

Though the Duncans will soon leave Japan for a tour of duty at Naval Air Station Whidbey Island, Wash., they have plans to move back here when their father retires.

Another family member who found and met the challenge of Japan is Krista L. Paquin, daughter of a chief warrant officer stationed here. "I thought coming to Japan would broaden my horizons a little bit more and give me what a lot of journalists, broadcast specialists and TV newscasters don't always get," says Paquin, an aspiring broadcaster, who is a sophomore at University of Maryland's (UM) Yokosuka campus.

Paquin, now 20, transferred from the University of Southern Maine, Portland, Maine, in 1989. She felt that she could continue her education and experience the rich culture and tradition of Japan that most students might never experience.

Although she could have opted to stay in Maine to finish college, the adventure of living and going to college in Japan lured her here. Her parents, of course, preferred that she come to Japan with them. It was a tough decision, she said. "I guess they are like most college students' parents. They want to make sure you do well and are happy," added Paquin.

"I felt I could learn a lot about the culture and language. It might not be something that is going to benefit me now, but I'm sure five years from now I'm going to be so glad I went," she said.

With all its ancient mystical appeal, Japan is a surprising study of the old yet it is somehow very futuristic. "Japan was nothing like I had imagined it to be. It really surprised me. I had an impression of the Japan which existed 400 years ago," said Paquin.

Like almost everything in Japan, because of the purchasing power of the yen, going to college — even at the on-base campus — is not exactly a bargain. Although

military personnel receive up to 100 percent tuition assistance for off-duty education, their family members pay full tuition, approximately \$250 per class per term. Terms last eight weeks, and there are five terms each year.

The traditional college experiences of fraternity parties, sororities and dormitory life are now only memories for Paquin.

"By missing those things, I am gaining much more because I'm doing something that most of those college kids won't do during their lifetime," she said.

Many of the classes at UM Yokosuka provide the "ultimate experience" rather than just lectures. "It's actually quite broad for being such a small campus, but it doesn't offer as much as a normal campus," she said.

Most students attending UM Yokosuka are over 25 — Paquin is an exception. Many are military members and their spouses, who are continuing their education or are getting advanced degrees.

As a *guijin*, or foreigner in Japan, Paquin has found that getting lost is half the fun of getting there.

"The other day I was on my way from the beach and got lost. So I ended up going to a part of Yokosuka I had never seen," said Paquin. All the signs are in *Kanji* (a character alphabet), but in many tourist centers there are a few bilingual signs. If you get lost, you can find helpful natives who will point you in the right direction.

Living here has had a major impact on these youthful lives, and like others who have grown to love it, their ties to Japan are binding. Cultural diversity, educational opportunities and newfound friendships have cemented a new spirit between East and West. □

Fleming is assigned to Naval Reserve Public Affairs Center, Det. 220, San Francisco.

Dai Nippon Te Koku

(The Empire of Great Japan)



Photo by PHC Tom Howser

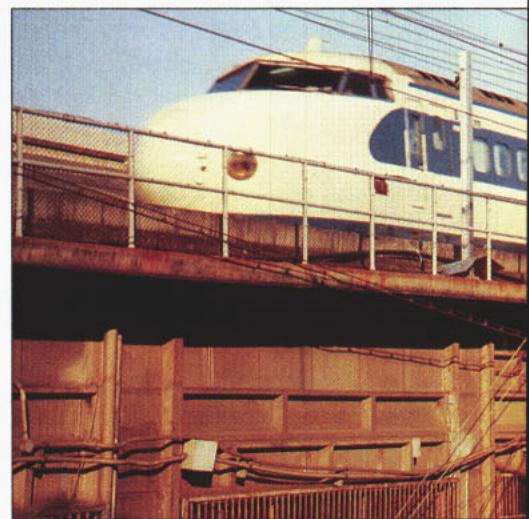




Photo by PH2 Dwayne Newton



U.S. Navy photo

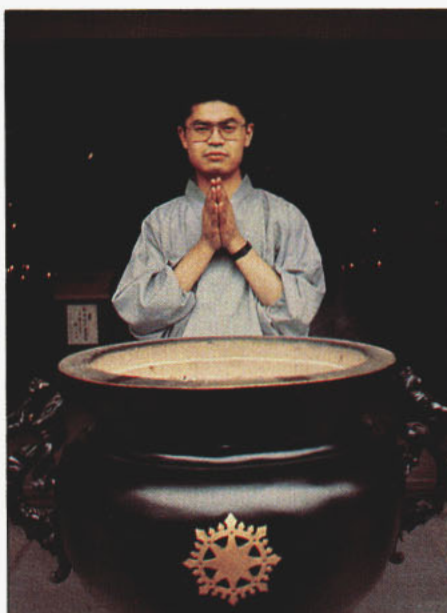


Photo by PH2 Dwayne Newton

Previous page: Beautiful ceramic work, such as this Fukagawa vase being hand-painted by a master craftsman, are among the treasures many sailors bring home after duty in Japan. Top: Pagoda roofs highlight the Eastern architectural style found throughout Japan. Center: Taking the trains, such as the world-famous *Shinkansen* "bullet" trains, is among the best ways to tour the Japanese countryside. Even the most humble local train is always clean, efficient and economical. Left: Shrines and temples are everywhere in Japan — like the one served by this Buddhist priest atop an electronic goods store in Tokyo.



Photo by JO1 Eugene Fleming

The Empire of Great Japan, land of mysterious beauty, has enticed visitors from the West for centuries. Japanese history marks 1543 as the year of the arrival of the first Europeans, beginning Western man's enchantment with the people and customs of Japan.

Here can be found an age-old appreciation for delicate charm evidenced by painstaking cultivations in gardens throughout the country. This obvious dedication to serenity, form and balance is contrasted with the high-tech hustle and bustle of one of the world's most densely populated cities — Tokyo.

With its mix of old and new, Japan is viewed, even today, as a mystery that cannot possibly be unraveled during a short

visit or even a lengthy stay.

U.S. sailors have maintained a presence in Japan since the end of World War II, and each one leaves Japan with a lasting impression — a unique fond-

**Japan is filled
with contrasts
— serenity and
balance and high-
tech hustle.**

ness for a country deeply rooted in its past and extremely comfortable with its future.

Sailors talk of the attraction and elegance of Japan. Theater,

architecture, language, painting and even the small rituals of everyday life are appreciated, amazingly, for their simplicity and intricacy.

In compiling the photos and articles for this issue, *All Hands* special correspondents delved into the enigma that is Japan through the eyes of some American sailors stationed there. The images on these pages reveal only a glimpse of life in Japan. From the uncluttered work space of a pottery artist or the traditional dress of a Japanese bride and groom, to the simple design of an empty hotel room, these photos pull back the veil just enough for us see the surface of a society in which pride and discipline are awarded great value.

On the Japan Railway Line

ALL HANDS



Photo by PHC Tom Howser



Photo by PHC Tom Howser



Photo by PH2 Dave Atkins



Photo by PH2 Dwayne Newton



Photo by PH2 Dwayne Newton

Previous page: A bride and groom, dressed in traditional Shinto wedding attire, share their first carriage ride as man and wife after being wed at the Hachimangu Shrine. Top left: A worker at the Yamashita pearl farm carries newly-seeded oysters out to the oyster beds. Top right: The Sasebo market is a jumble of activity by 6 a.m., with seafood so fresh it is still squirming. Above: Aboard USS *Bunker Hill* (CG 52) at Yokosuka Naval Base, FC1 Dale Meeks works with Japanese technicians Ichinose Shizuo and Suzuki Masaru installing new seals on a missile launcher. Center: This stone path is used by Buddhist monks to walk through the ancient moss garden of Kyoto's Kokoderu Temple. Right: Looking like a scene from the miniseries "Shogun," Nijo Castle, in the ancient Japanese capital of Kyoto, was built in 1603 for the first Tokugawa Shogun, Ieyasu.



Photo by PHC Tom Howser

Left: Shopping in Japan is always exciting with small shops like these in Sasebo's Yonka-Cho shopping arcade packed with a variety of products for every taste and pocketbook. Below: Lodging in Japan ranges from Western-style hotels to accommodations like this *ryokan*, where travelers sleep on futons placed on tatami mats. This single room costs about \$40 per night for one person.

trains cruise at unbelievable speeds, leaving Navy towns like Yokosuka for the outer regions. After a 20-minute ride, sailors step off the ultra-modern train into the shrine-filled streets of Kamakura. Home to 65 Buddhist temples and 19 Shinto shrines, Kamakura embodies the spirituality of the Japanese culture.

Another short train ride deposits sight-seeing sailors in the heart of the most Westernized city in the Orient — Tokyo.

Tokyo is world renowned for its night life. The city's neon lights and diverse offerings are truly a breathtaking spectacle to even the most accomplished traveler.

Japan is a country that is constantly changing — on the leading edge of the technological revolution while clinging tightly to traditional customs. Japan offers sailors stationed there an opportunity to witness a rarity in today's world: a nation shaping its own destiny. □



Photo by PHC Dwayne Newton

Navy's wetlands



Photo by Dan O'Neal

A delicate, vital link between land and water

Story by Patricia A. Swift

Just outside Washington, D.C., away from the snarling traffic jams, crowded streets and bustle of the city, is Naval Ordnance Station (NOS) Indian Head, Md. Within this Navy facility's compound, on the shores of the Potomac River, are hundreds of acres of various types of wetlands — areas saturated by groundwater periodically during the growing season.

Because Navy and Marine Corps installations are located predominantly on coastal land, the Department of the Navy has custody of some of the nation's most sensitive and valuable ecosystems.

The Navy is the custodian of more than 3.8 million acres of land containing more legally protected wetlands and endangered species than any other military service.

When some people hear the word wetland, they think of an area that looks like an underwater burial-ground, with crooked sticks and strange grasses protruding from a fog-covered marsh — the perfect setting for an Alfred Hitchcock movie. But at NOS, this isn't the case. According to Joe Hautzenroder, natural resource manager at Chesapeake Division of the Naval Facilities Engineering Command (NavFacEng-Com ChesDiv), "Wetlands are some of the most beautiful and productive areas in the world."

"Understanding the functional values of a wetland is often easier than understanding what a wetland is," added Mike Bryan, a natural resources specialist at ChesDiv. "Quite often if there isn't standing water with cattails, most people

have a hard time visualizing an area as a wetland."

"After wetlands are inundated with surface or groundwater for at least seven days during the growing season, these areas change in character. Due to the saturation, the soil loses its oxygen, and the vegetation found on each site will favor plant and animal species that can tolerate this condition," Hautzenroder said.

"These areas are home to a number of species of shorebirds and waterfowl. They also provide food and shelter for other marine life and land animals.

"More than one-third of our endangered species live in or use wetlands," Hautzenroder added. "They serve as excellent hunting

Water lilies are common aquatic plants found in most wetland areas.



Photo by John R. Nickler

Blue herons commonly migrate to wetlands each year to nest and feed off the habitat.

grounds, as well as areas for recreational boating, fishing, hiking and photography.

"Wetlands, especially bottom-land forests, are rich sources of timber. In addition, wetlands help control floods because they act as giant sponges that hold water back for long periods of time [serving as buffers against shoreline erosion]. Wetlands also protect waterways by filtering pollutants from rainfall runoff and groundwater," Hautzenroder noted.

"Some people come to the wetlands simply to bird-watch and view nature because it's so peaceful here. Wetlands are more like natural wonderlands — it's nature at its best," said Jeff Bossart, natural resources manager at NOS.

Hautzenroder admits that, at one time, wetlands weren't deemed very important. "Way back when, before our forefathers, many people considered wetlands to be wastelands. Because of this negative view, half of all U.S. wetlands in the lower 48 states were drained, converted to farmland, filled for housing developments and industrial facilities or used as waste dumps. Over time, scientists began noticing and studying problems associated with flooding, groundwater recharge, declining waterfowl populations and why the

commercial and recreational fishery resources weren't as productive. Some major conclusions pointed back to the loss of wetland habitats.

"Scientists also realized that wetlands are some of the most productive habitats on the face of the earth, in terms of supporting all forms of flora and fauna," Hautzenroder explained. "Wetlands aren't just breeding grounds for mosquitoes, flies, water moccasins and unpleasant odors."

Realizing the importance of wetlands, the Navy developed innovative programs to preserve wetlands remaining on Navy property.

"The Navy had enough foresight about the problems surrounding the wetlands and developed their own policy, which protects, creates and enhances these areas," said Bryan.

Any development of wetlands is strictly controlled. The Army Corp of Engineers (CoE), empowered with the legal authority to protect wetlands, issues a public notice of permit application to inform citizens and government agencies, including

the Environmental Protection Agency (EPA), of the proposed project and to solicit public comment. Permit applications are evaluated based upon regulations developed by the EPA in conjunction with CoE guidelines. These set the criteria for permitting projects in wetlands and outline factors to determine if the project is in the public interest. If any construction is planned on any naval base or installation, the command must first seek a permit from the CoE for site approval. "The reason this step is so important is to ensure that no wetlands are adversely affected," Hautzenroder said.

This process continued until President Bush came up with the "no-net-loss" wetlands goal. Under its guidelines, if a wetland is filled for development, the developer must create the same size wetland somewhere else. That way, no-net-loss will be incurred.

According to Assistant Secretary of the Navy (Installations and Environment) Jacqueline E. Schafer, "My



Photo by Matt Perry

A typical sight of what a drained wetland looks like at Patuxent, Md.



Photo by Joe Doherty



Photo by J. Dan Pittillo

Top left: Canoeing is one of many recreational activities that take place on wetlands. Top right: The exotic Venus flytrap is found mostly on the Carolina coast. Right: Deer enjoy the wetlands habitat at NOS Indian Head, Md.

goal for the Department of the Navy is to go beyond that [no-net-loss goal], to realize a gain in the function and values of our wetlands by the year 2000. There are many examples of efforts to stabilize and restore wetlands at Navy and Marine Corps installations on both coasts."

"The Navy's objective is to get involved at the earliest stage possible to preserve the wetlands," Bossart said. "The Navy is working in conjunction with the Clean Water Act of 1977, which established the major federal program that regulates activities in wetlands." Bossart explained that the Navy is also working with the North American Waterfowl Management Plan (NAWMP), developed by the United States and Canada to protect and enhance wetlands for migratory waterfowl and other wildlife across the continent. This international agreement, signed in 1986, was designed to protect dwindling wetlands and waterfowl populations.

In 1990, the Navy committed itself to support the NAWMP on its installations by forming partnerships with the U.S. Fish and Wildlife Service (USFWS), the Chesapeake Bay Program and various state natural resource agencies to help



Photo by Jeff Bossart

enhance and protect the Navy's wetlands.

"The Navy is engaged in a massive program with the Interior Department to allow USFWS to help locate and map wetlands on all Navy property worldwide," said Lewis Shotton, director of Navy Resources Program (Chief of Naval Operations).

"Wetlands must have wetland vegetation, hydric soils and wetland hydrology [saturation and flooding] but some aren't always easy to recognize. Some wetlands are visible to the naked eye, but to track others, we're using infrared aerial photography and state-of-the art digitizing techniques."

phy and state-of-the art digitizing techniques."

Hautzenroder added that "shoreline erosion and the invasion of phragmites [a weed] are the major causes for some of the poor conditions of wetlands." He explained that to enhance marginal wetlands and rid the area of unwanted vegetation, "You sometimes need to burn it, herbicide it and plant native vegetation back in those areas where the killer vegetation was, or flood the areas through diking or water control structures." On the other hand, "the Navy has been able to stabilize thousands of feet of eroding shoreline at NOS through various techniques such as breakwaters, gabion baskets (baskets filled with earth or rock), rip rap (used as a foundation or sustaining wall of stone) and marsh-grass plantings," he noted.

Hautzenroder also noted that, although the cost is high to protect the wetlands, the long-term results are worth the price paid.

Below: A gabion structure helps control shoreline erosion at Naval Ordnance Station Indian Head, Md. Right: A variety of wetlands are located at NOS Indian Head.



Photo by PH1(AW) Joseph Dorey

Since the early 1970s, there has been an increased awareness of the ecological value of wetlands, and recently it has become illegal to fill or build on them without consent. This leaves many landowners in a "Catch 22" position because the land becomes financially worthless if the he cannot turn a profit with it. However, failure to obtain a permit or to comply with the permit's terms can result in civil or criminal penalties. Violators can be sent to jail, fined or receive a stop-work order, causing a loss of hundreds of dollars per day, or all the above.

Under the federal tax code, private landowners who sell or donate wetlands to a government agency or

conservation organization can claim the value as a charitable deduction.

According to CAPT Edwin P. Nicholson, commanding officer NOS Indian Head, "The Navy understands that for its wetlands program to be effective Navywide, we need the help of federal, state and local agencies, developers, environmental groups and citizens in the communities."

As Shotton put it, "With our Navy's wetlands program, you can expect cleaner water, less flooding, protection of rare plants and animals and a greater improvement in the quality of life for all mankind." □

Swift is a staff writer for All Hands. Photographs courtesy of U.S. Fish and Wildlife Service.



Photo by PH1(AW) Joseph Dorey

Showing the Flag

Racine takes U.S. goodwill to Pohnpei

Story and photos by PH1 Jon Hockersmith

The U.S. Navy joined the waterfront hotel business on the Pacific island of Pohnpei when the "Hotel *Racine*" sailed in and opened her hatches to guests.

The 562-foot haze gray structure, known throughout the fleet as USS *Racine* (LST 1191), a Naval Reserve tank landing ship, was at Pohnpei to provide support for the 22nd South Pacific Forum.

The forum is an annual meeting of Pacific island nation leaders to discuss issues affecting their countries. Fifteen countries, including Australia, New Zealand and Tonga, sent delegations to Pohnpei. This event is held at a different location each year.

Pohnpei, part of the Federated States of Micronesia, lies just north of the equator, approximately halfway between Hawaii and the Philippines. Its 133 square miles are covered by a lush tropical jungle, a result of almost daily rainfall. Most of the more than 30,000 residents are gardeners and fishermen, living in quiet villages scattered throughout the island.

"The primary reason we're here is to provide support, especially accommodations for forum delegates and media representatives," said CDR Dwayne Covert, *Racine's* commanding officer. "Our secondary missions are to train reservists and

perform a lot of people-to-people projects."

"Hotel *Racine*" welcomed more than 70 guests during her two-week stay at Pohnpei. The guests, mostly members of the media covering the forum, stayed in troop berthing areas usually occupied by Marines.

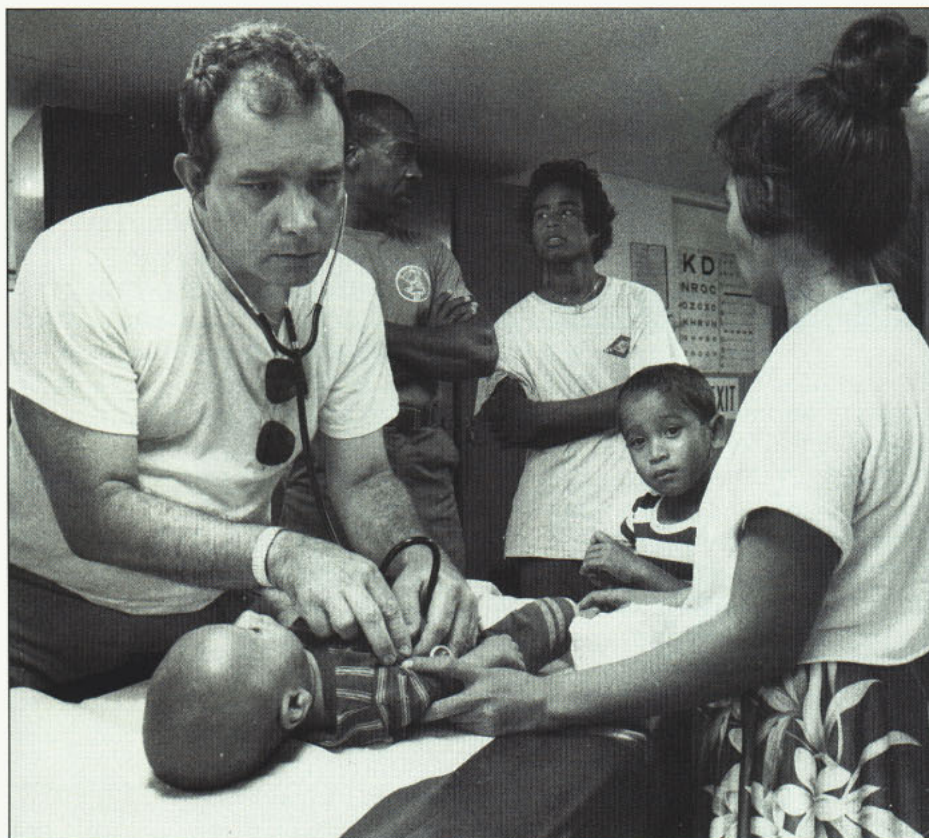
"We tried to upgrade certain areas of the ship by fixing all the little things that slip through the cracks, such as lights, and making sure all the lockers worked. We also fine tuned the air conditioning to make sure it worked as well as it could," said Covert.

While *Racine* was a hotel for the media, her crew was an energetic work force for the people of Pohnpei. Three civic action projects were undertaken: restoring a historic landmark, building classrooms and giving the hospital interior a facelift. In addition, Project Handclasp materials were distributed, and a medical/dental team visited several local villages to provide care.

A 25-man Seabee detachment from Naval Mobile Construction Battalion 4, Port Hueneme, Calif., sailed with *Racine* from Guam to Pohnpei to spearhead the civic action projects, which were coordinated through the U.S. Embassy on the island. The Seabees split into three crews, with each crew supplemented by six to 10 *Racine* crew members.

One crew worked at the island's only hospital — scraping, priming

Reserve LCDR (Dr.) Roy Herold examines a baby as Air Force Master Sgt. Jerome Ellis talks with an interpreter to get information from the baby's Pohnpein mother.





Left: USS *Racine* offloads one of 72 pallets of Project Handclasp books to be delivered to Pohnpei schools. Below left: Sailors paint the interior walls in one of several Pohnpei Hospital wards. Below: Sailors and Seabees use brute force to restore part of the Spanish Wall.

and painting walls. They also replaced old drinking fountains and repaired the plumbing in all the bathrooms. In addition, a Seabee utilitiesman and a *Racine* engineer pooled their talents to start up a new boiler for the hospital.

Most of the wards were occupied while work was underway, which provided some anxious moments for the crew. One day a 10-year-old boy died in the ward they were painting. "People were yelling and crying everywhere. It was really sad," said a Seabee.

Another crew was a "stone's throw" from the ship across the harbor in the shadow of Sokehs Rock, a prominent landmark of the island. They constructed a two-room addition to the elementary school on a foundation prepared by the Pohnpei-based U.S. Air Force Civic Action Team.

During lunch and breaks from building the wood frame structure, the crew played volleyball and baseball with the kids in the schoolyard. The Seabees trained the village kids well — whenever a military vehicle passed by, the kids shouted "Seabees number one" and gave their best salutes.

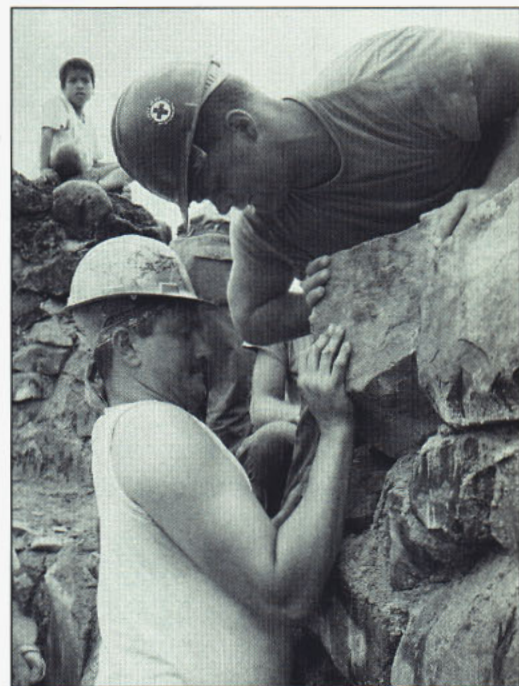
The most visible project to the people of Pohnpei was in Kolonia,



the capital. At the end of its main street is another prominent landmark, Spanish Wall, the remains of a 19th century Spanish fort. Sailors cleared brush and debris from the 10-foot high rock wall.

Using concrete, rocks and "brute force," they reconstructed a section missing since World War II and repaired cracks in a gateway under the guidance of the Pohnpei Historic Preservation Office.

"I volunteered for this working party," said Damage Controlman 1st Class Bob Quesenberry. "I'm a his-



tory buff, and it's neat they want to restore a piece of their history. My 7-year old son likes forts, so he'll get a kick out of this, too."

A team consisting of a dentist, a physician, dental technicians and hospital corpsmen traveled to several hamlets on the island. With limited supplies, and at times working without electricity in a building that "would have been a good chicken coop if it had wire mesh on the windows," the team treated the locals for a variety of ailments and performed dental work.

Without the use of sophisticated dental clinic equipment — a flashlight was their best light source — CDR (Dr.) David Spangler and the dental technicians fixed teeth, filled cavities and extracted up to 30 teeth a day "to relieve pain more than anything."

"Some kids had a mouthful of decay that would cost at least \$450

to take care of in the states. I have a better appreciation of the standard of care we have at home," commented Spangler.

Another two-man dental team spent a week with Pohnpei Hospital's dental staff, sharing knowledge and skills of dentistry techniques.

Reserve physician LCDR (Dr.) Roy Herold treated congenital heart disease, skin fungus, pneumonia, worms, poor nutrition and a host of other ailments. Many people walked miles seeking treatment.

"It was like pouring cups of water in a bay trying to raise the level," commented Herold, who practices in Ogden, Utah. Spangler was quick to add, "It's not what we couldn't do, but what we could do to help them." *Racine* also off-loaded 98 pallets of Project Handclasp material. School and library books were stacked on 63 of the pallets given to the department of education to distribute to 31 schools on the island and five outer islands.

Pete Lebehn, a supply technician for the local department of education, was on the pier watching the

off-load. "The school principals will be really excited. We expected only 20 pallets, but we're getting more than 60 — their libraries will be full," he said.

Other items were included in the Project Handclasp materials. More than 8,000 pounds of animal feed were presented to the Pohnpei Poultry Association to supplement its feed supplies, and several pallets of medical and hygiene supplies were delivered to the hospital.

Although Pohnpei was not considered a liberty port for *Racine*, crew members still took every opportunity to hit the beach and see the sights.

With just a third of the 246-man crew in a liberty status at any one time to avoid overwhelming the community, a sight-seeing or cultural tour was the best way to experience the island.

The ruins of Nan Madol provided an interesting look into the history of Micronesia. The 13th century temples and buildings were built entirely of stone "logs" weighing several tons, some more than 20 feet

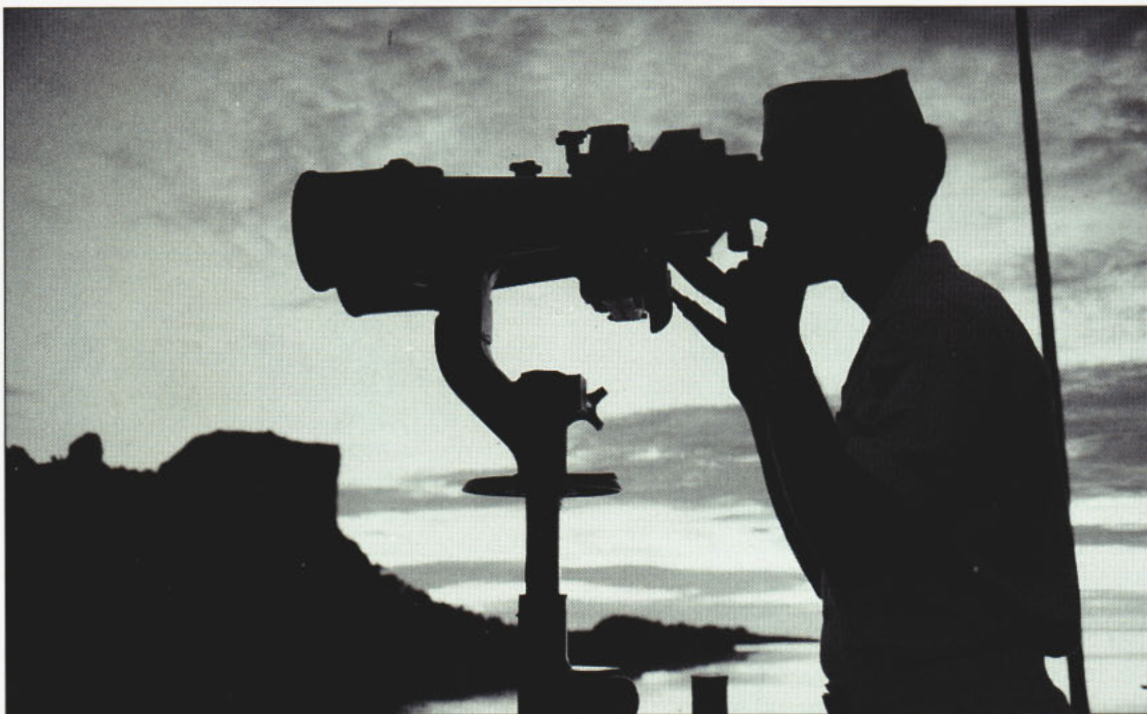
long, then placed on man-made islands.

Shopping for wood carvings in Kapingimarangi village, snorkeling, diving, cooling off at one of several waterfalls or just walking around were popular pastimes. Some of the more adventurous climbed Sokehs Rock for a spectacular panoramic view.

The Pohnpeans were the hit of *Racine's* two-week stay. "The people are so nice here. If they didn't understand English, they'd find someone who did, and they'd bend over backwards to help you," said Chief Boatswain's Mate Howard Miller.

As unofficial goodwill ambassadors, the *Racine* crew and the Seabees undoubtedly left an impression Pohnpeans will long remember. At the completion of the forum, *Racine* steamed back to Guam for a short port visit and continued on to her Long Beach, Calif., homeport. □

Hockersmith is assigned to the public affairs office, Commander, U.S. Naval Forces Marianas.



Silhouetted by the setting sun, a *Racine* sailor enjoys the view from the ship's signal bridge.



On with the show!

SEALs, naval aviators show their stuff in Chicago

Story and photos by JO1 Jeff Wooddell

Mix together equal parts sunshine, Midwestern hospitality and a day at the beach. Season well with spicy military aerial and waterborne demonstrations — including a Navy SEAL team “assaulting” the beach and two front-line Navy fighter aircraft showing off their prowess — and you have the recipe for the 1991 Chicago Air and Water Show.

The 33rd successive Chicago show is billed as the largest annual outdoor event in the world. From all reports, that statement is true.

More than 2.7 million people on the shore and aboard 5,500 spectator boats crowding western Lake Michigan witnessed tactical flight demonstrations by an F-14A (Plus) *Super Tomcat* from Fighter Squadron 101 (VF 101), Naval Air Station Oceana, Va., and an F/A-18 *Hornet* from Strike Fighter Squadron 106 (VFA 106), Naval Air Station Cecil Field, Fla.

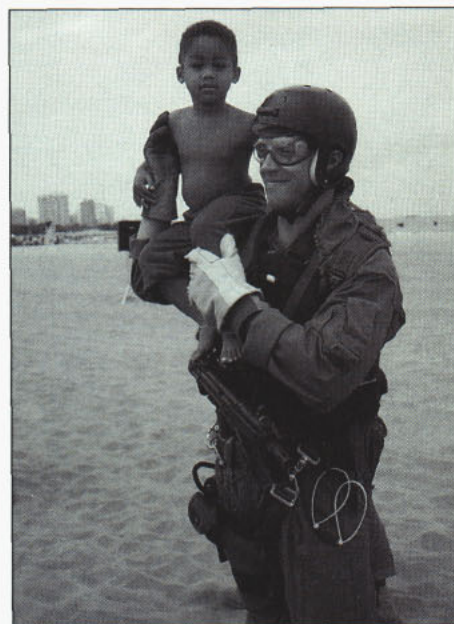
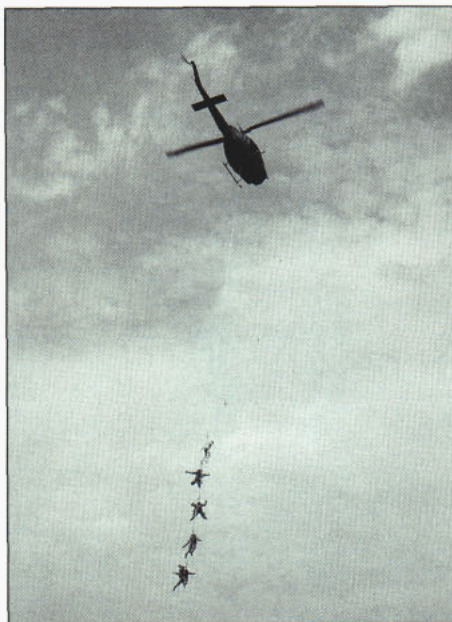
A popular portion of the show featured Navy SEALs from Naval Special Warfare Group 2, Little Creek, Va., staging a mock assault

on North Avenue Beach just north of downtown Chicago.

As 1.3 million people watched July 27, and 1.4 million on July 28, eight SEALs parachuted from a U.S. Marine Corps Reserve C-130 *Hercules* flying over Lake Michigan. The SEALs were picked out of the water by a rigid-hull inflatable boat from a Navy Special Boat Unit and brought in close to shore. From there they swam to the beach.

At the same time the eight SEALs were maneuvering in from Lake Michigan, four others rappelled from

Left: A member of SEAL Team 4 leaps from the ramp of a C-130 over downtown Chicago's distinctive skyline. Right: A Marine Corps UH-1 Huey helicopter with a SPIE rig lifts the SEAL security team from the beach. Far right: HM2 Owen C. Brown of Seal Team 4 with a new friend. Below: More than 2.7 million people witnessed this year's demonstrations. Bottom: A cotton candy vendor awaits his next customer.



a Marine Corps UH-1 *Huey* helicopter. After "securing" the beach, the SEALs "kidnapped" a known terrorist from the audience — actually one of their own team members. They then planted a charge to destroy the enemy's "headquarters," a small shed set up for the demonstration.

After accomplishing their "mission," the SEALs left the same way they arrived — the security team by a helicopter-deployed special purpose insertion/extraction rig and the demolition team by boat.

Prior to their departure, four of the team members mingled with the crowd. Dressed in combat uniforms, they were a big hit, especially with the children. Hundreds gathered around to ask questions, have their picture taken with the SEALs and collect autographs from team members.

LT Ed Balaban of the group's operations staff was project officer for the SEAL team demonstration.

"As a rule, SEALs don't normally do this type of public demonstration," Balaban said. "But given the increased awareness and interest in naval special warfare, we have opened up the community somewhat to let the public take a look.

"SEALs by their nature are opportunistic. [They] try to get that 'check in the block' for anything that's operationally related. If there's an

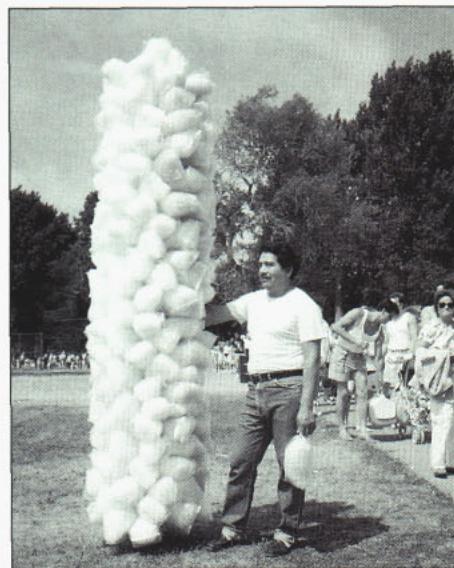


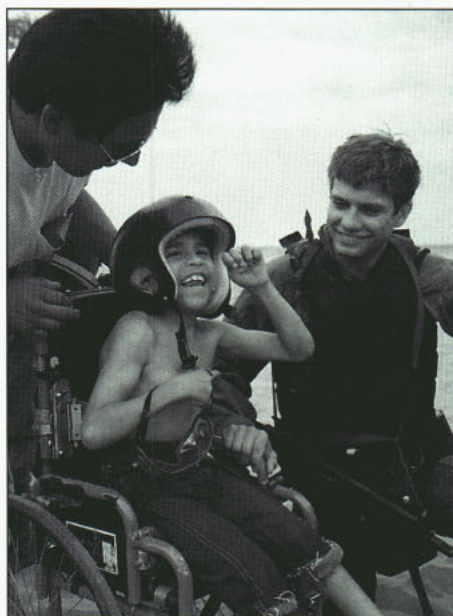
opportunity to jump, they'll jump; if there's an opportunity to do any diving, they'll dive; if there's an opportunity to shoot a weapon, they'll shoot it," said Balaban.

"Jumping is jumping," said Senior Chief Boatswain's Mate Bob Tanenholz. "It doesn't matter whether you're jumping in front of people or not.

"As for doing these type of public demonstrations, it's very rare that we do them. It's not that we don't want to, but we're usually just too busy training or getting ready for deployment."

Chief Sonar Technician Brian Brackett said, "[The shows] give





Above: STGC Bob Tanenholz meets with future sailors and SEALs. Left: QM2 Charles F. Walton of SEAL Team 4 lets a young spectator try his helmet on for size.

Rice, BM2 Rick C. Pangelinan, Operations Specialist 2nd Class Michael Phillips, Gunner's Mate (Guns) 2nd Class Michael Abbot, and GMG2 Bruce Holmes. These team members have more than 5,000 parachute jumps among them.

The Chicago Air and Water Show started in 1959 as a children's summer show put on by the Chicago Park District. Al Benedict, a retired park district employee, was the show's founder and has been executive director of the show since its inception.

"Back in 1959 my office was right off the water on Lake Shore Drive. I was teaching the kids in the park how to water ski and swim. When district headquarters said that any park not having a special program for children should think of it, it seemed only natural to build our program around the water.

"We put some acts together like canoe tilting, ballet and waterskiing. Then somebody came up with the idea of asking the Coast Guard to put on a water rescue demonstration — that was the start of it."

The audience that first year was around 2,000 people. "But," said Benedict, "1,500 of them were sun-

bathers who would have been on the beach anyway!"

Quite a contrast to the crowd of 2.7 million people this year who jammed the Chicago lake front during the two-day event.

Other participants in this year's show included the U.S. Air Force Thunderbirds, the U.S. Army's Golden Knights Parachute Team, a U.S. Air Force F-117A *Stealth* fighter and F-15 *Eagle*, an Army AH-64 *Apache* and AH-1 *Cobra* helicopter, an Air Force Reserve C-130 *Hercules*, an Illinois Air National Guard KC-135 *Stratotanker* and two F-16 *Falcon* fighters. The Coast Guard, a participant at the show from its inception, gave a water rescue demonstration with one of its HH-65A *Dolphin* helicopters.

With such an extensive lineup, it's quite a job of coordination. "I generally take one day off and then turn right around and start working on next year's show," said Benedict. One of the benefits of having one person do it for so long is that Benedict "has got it down to a routine. There are no two shows alike because of the logistics involved." He proudly proclaimed that, "even with a show this size, we've never had a major accident. I like to think we can keep that record intact."

Next year Benedict would like to see the Navy's "Blue Angels" return. "It's been eight years since they've flown in the Chicago Air and Water Show. This whole region is very pro-Navy and I know the Blue Angels would be very welcome."

You can count on one thing — Benedict and the Chicago Park District will make it a show worth remembering. □

Wooddell is a project officer with the Navy Office of Information, Midwest, in Chicago.

people some exposure to the special warfare community and to the Navy. If we get somebody into the Navy, and then into a SEAL team, we're much better off."

The SEAL team was headed by LT Jeff Bowman, originally from nearby Kankakee, Ill. Other team members included Senior Chief Electrician's Mate Eric P. Jackson, Chief Electronics Technician Randy Beausoleil, Boatswain's Mate 1st Class Harold Strom, Engineman 1st Class Robert D'Agostino, EN2 Randy Leonard, Quartermaster 2nd Class Charles F. Walton, Hospital Corpsman 2nd Class Owen C. Brown, QM2 Anthony Duchi, ET2 Charles L.

"F o'WOOD . . . MARrrr!" growls a khaki-clad figure with a distinct Marine-like bark. Marine-like, perhaps, because it recoils off his shoulder like the gritty voice of a "smokey bear"-hat-clad drill sergeant.

A column of what were civilians two weeks ago steps off smartly, breaking in their new boots, filling their new khakis, sporting their new ensign bars and Chaplain Corps collar devices, wondering what the Chaplain School Basic Course will be like in a few years.

They're chaplain candidates, and they know it may be a long time before they actually become chaplains. But they have taken the first steps by earning a bachelor's degree from an accredited university, being approved by their endorsing agent and getting accepted into a graduate program at the theological and divinity schools they are attending. They have also been approved by the Navy, which commissions them as officers in the inactive Naval Reserve.

A select few candidates attend the Chaplain Candidate Program Officer (CCPO) course, held once each year. The class of 1991, the second to undergo training at Naval Training Center (NTC) San Diego, has just 47 students. A handful of candidates attend similar courses at Naval Air Station Norfolk and Gaeta, Italy.

As the khaki column winds its way from the bachelor officer's quarters, they appear uniformly shorn and in step. But the group is a picture of diversity. With an average age of 29, the candidates represent all walks of life and 20 different denominations. Six of the candidates are women. A few of the new ensigns appear a bit nostalgic as they pass columns of dungaree blue and white hats — 14 have been through military training before. No longer "slick-sleeve recruits," they are now called "candidates" and "ladies and gentlemen."

"Ladies and gentlemen, we can't just stick to our particular faith groups," admonishes Section Leader LTJG John Tonna at their destination, a chapel in a corner of NTC. Tonna explained that, although they could not perform the sacraments of other denomina-

From collars to khakis

Chaplain candidates "cross" train

Story and photos by JO2 Jonathan Annis

might have ever wanted to, according to Drill Sergeant Dallas Stephen.

Stephen's hoarse voice reminds them they will be in "his" territory. The class responds with tremendous "ooh-rahs," short speeches and ovations.

Some of the students began to lose that pep when faced with the harsh realities of practical field experience, courtesy of *Desert Storm* veterans such as Chaplain (LCDR) Joseph Matoush of Chaplain Regimental Combat Team 7 at Twentynine Palms.

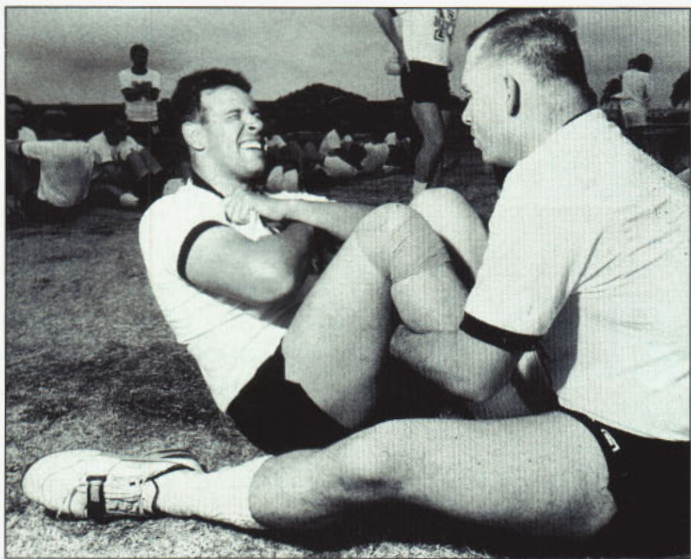
"My philosophy is, 'you can't do ministry unless you are able to live and exist and survive in that environment,'" Matoush said. "What the students do during training in the field is exactly what we did for seven months with the Marines in Saudi Arabia."

The desire to serve God is utmost among all clergymen and clergywomen, but these candidates feel the need to serve the Navy as well. "Deciding to become a chaplain was a normal extension for me. I had a sense of call," said ENS Luis A. Perez of Eden Theological Seminary in St. Louis. Perez was a ship's serviceman second class who served aboard USS *Vreeland* (FF 1086) from 1976 to 1980.

"The two chaplains on *Vreeland* were role models for me," Perez said. "I was impressed with their love for the

tions, they would need to minister to everyone. "You're going to have to reach out and learn about other faiths. You'll be challenged and probably surprise yourself in the fleet."

Oh yes, the fleet. After 13 days of classroom instruction, the candidates split into three sections to spend 35 days touring Navy, Marine Corps and Coast Guard installations. They tour a submarine, a Coast Guard station and cutter, a naval air station and then deploy aboard a ship — in this case, the aircraft carrier USS *Ranger* (CV 61). But some of the most anticipated tours are those at three Marine Corps installations — Camp Pendleton, Calif., Marine Corps Recruit Depot San Diego and Twentynine Palms, Calif. There they will learn more about living in the field and weapons — throwing, firing or maintaining them — than they



Lord, and I'm pursuing the call with the understanding that this community means pastoral presence."

The perspective of the instructors is summed up by the chaplain school program director. "The Chaplain's School in Newport, R.I., won't have many field trips. CCPO's classroom instruction is a compressed version of that course," said Chaplain (CAPT) Stephen H. Knight, program manager. Knight's 11-member staff, reservists like himself, guide candidates to become active Navy chaplains. "We prepare them for it, expose them to the facets of chaplaincy and we hope they will choose to go on."

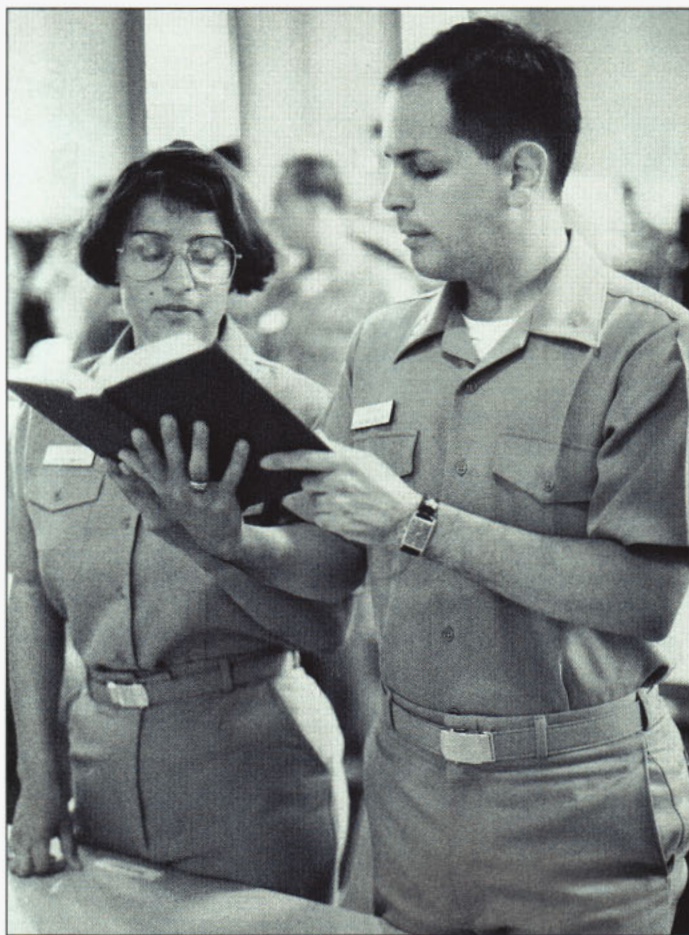
One of this year's section leaders, ENS Raymond Houk, a former sergeant in the Marine Corps, was impressed with the quality of the candidates. "They come in, go through the uniform shop and, basically, become ensigns. They learn all the same things you would learn in boot camp in about three weeks. It has developed into really strong training," Houk said. "The candidates learn how to function as chaplains rather than as civilian clergy."

Once they have completed the CCPO course, candidates may apply for additional on-the-job training. They hold their commissions for eight years while completing the equivalent of a Master's of Divinity degree, becoming ordained and receiving the ecclesiastical endorsement of their denomination.

The Navy has the final say in a candidate's selection. Chaplains are chosen by a board directed by the Chief of Chaplains. After schooling, the chaplains may be assigned to a unit much like the ones they toured in the CCPO course.

"CCPO is an important recruiting tool. It may be the candidates' only exposure to the fleet before they make that choice," Knight said. "The idea is to let the candidate look at the Navy and the Navy to look at them." □

Annis is assigned to NIRA Det. 5, San Diego.



Top left: Chaplain candidates undergo rigorous physical fitness training to prepare them for life in the fleet. Top right: Learning various religious rites takes up a large part of each candidates' day. Above: Having turned in "collars for khakis," candidates must adhere to the rigors of military bearing.

Spotlight on excellence

Sailor's actions save four shipmates

Story and photo by JO2 Roger Dutcher

One night, when the 7th Fleet ammunition ship USS *Kiska* (AE 35) headed for a rendezvous with USS *Midway's* battle group, Operations Specialist 2nd Class Paul Sotelo's quick thinking saved four lives.

On watch, the 26-year-old Sotelo sat in front of an electronics console in the ship's combat information center (CIC). Around him in the small, dimly lit room were computers and communications equipment capable of tracking and communicating with aircraft and surface vessels.

Flight quarters were set as two pilots, LT Bernard Sise and LT Clifton Curtis, prepared for a night-flight qualification mission. The pilots, along with two air crewmen, were preparing to fly their UH-46 *Sea Knight* three to four miles off *Kiska's* port quarter to practice patterns. Forty-five minutes into the mission, the ship lost visual contact with the helo.

That's when Sotelo took control.

"I attempted communication on the primary and secondary circuits and checked surface search radar, but there was no sign of the helo," he said. Sotelo later learned that the pilot had vectored in what he thought was the direction of the

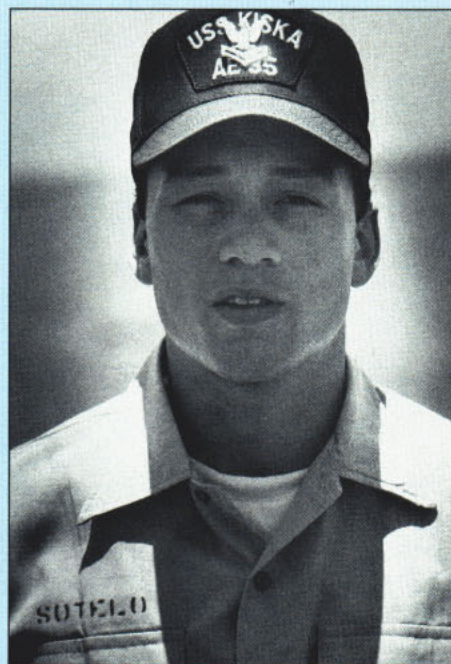
ship, only to find that it was one of the many oil platforms below. Now a Catch 22 entered the system.

"[The problem was that] the only way we could declare an actual emergency was if the pilot acknowledged it as an emergency, and we hadn't heard from them at that point," Sotelo explained. So he continued to try to raise the helicopter's crew on all available circuits.

Meanwhile the helicopter's crew misidentified another oil platform as the ship. After 15 minutes the pilot acknowledged the emergency through a special code.

"Once we established it was an emergency, we sent out all the help we could," Sotelo said. He helped coordinate the ship's entire crew in the landing effort. "We had signalmen shining lights, a flare was shot off and all the available crew members went topside with phosphorescent lights." The ship also sent out military air distress and international air distress calls. Soon Sise and Curtis spotted the ship.

"Initially I was scared," he said. "But when it was all over, it was just like anything else we do up in CIC. Communication between the bridge and combat went into 'auto-mode' and everything just happened. It's what we're trained for.



"In school they teach you how to speak to pilots, and they harp on emergencies," Sotelo said. "We don't have the capability to fly the aircraft. Our job is more of an advisor, sort of like a traffic cop. We let the pilots know about other aircraft in the area."

Sotelo warned fellow sailors against complacency. "Because this is a noncombatant ship, sometimes it's easy to take things for granted and think there aren't lives involved," he said. "I learned a while back that my job is important, no matter what the ship's purpose."

"During my first cruise I witnessed this same type of incident. Only then, the helo hit the water and everyone aboard was lost. It changed my outlook on what goes on up here in CIC."

It was upon the UH-46's safe return to *Kiska* that the magnitude of the event hit Sotelo. "Later, the pilots walked into CIC, discussing what went on. LT Curtis walked up to me and said, 'Hey, you saved our lives.' It was then that I realized what I did," Sotelo said, "and it felt pretty good." □

Dutcher is assigned to the 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.

Bearings

Military DAREs youngsters to say "no" to drugs

"Hey, you want to smoke some dope?"

"No!"

"C'mon, let's get high."

"No!"

"It'll make you feel good."

"No!"

While this may sound like an all too common conversation heard on the streets of any U.S. city, it's really a Navy petty officer challenging elementary school students on Guam to say "no" to drugs.

Master-at-Arms 1st Class Barry Gardner is an instructor in the Drug Abuse Resistance Education (DARE) program, designed to teach drug and alcohol awareness to elementary school-aged children. Gardner, assigned to Commander U.S. Naval Forces Marianas, is one of three DARE program instructors on Guam. He teaches three fifth-grade classes at Agat Elementary School in Agat, Guam, and periodically visits other classes from kindergarten to sixth grade.

"DARE provides a positive role model in the classroom to point out the effects of drugs and alcohol, and the pressures put on students," Gardner said. "It shows them ways to resist the pressures by building self-esteem. DARE teaches kids to say 'no.'"

The program's success relies on classroom participation. Rather than lecturing the students on the dangers of drug use, Gardner uses role-playing, skits and exercises from a DARE workbook to get students to make their own decisions.

"The students answer their own questions, and the reasons why [not to use drugs] come from them," said Gardner. "My goal is to give them the tools to make the right decision [about the] use of drugs — to choose not to use them."

The DARE program was conceived by the Los Angeles Police Department in 1983 and has spread throughout the United States and overseas through the Department of Defense Dependent School system (DoDDS). Mobile training teams train DARE instructors for DoDDS around the world.

Guam is different — there are no DoDD schools on the island. So military DARE instructors teach in the local schools attended by military children. While Gardner is the Navy instructor, there is an Air Force instructor at Yigo Elementary School in the village of Yigo, and a Guam Police Department officer teaches at Price Elementary School in the village of Mangilao. Guam Police Department personnel also serve as liaison for the program.

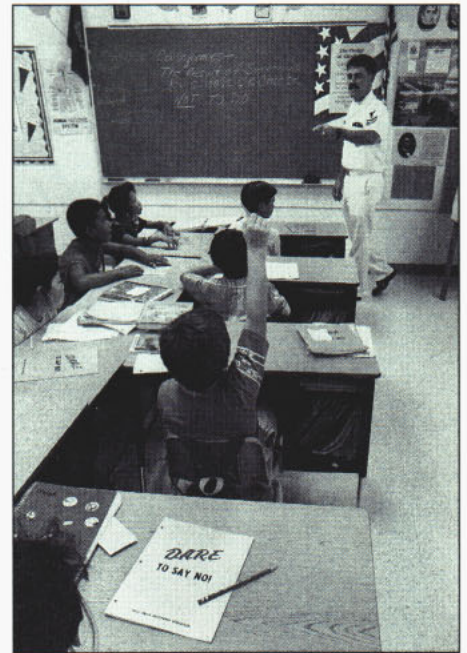
Gardner attended an intensive 80-hour course to become a certified DARE instructor. Part of the training involved acting as a sixth-grader to provide a learner's perspective.

The success of this strategy and the program in general is evident when Gardner visits the school. Students yell "DARE! DARE!" as he walks by and several ask him, "When are you coming to our class?"

"Kids really enjoy the DARE class. They're excited and enthusiastic when he comes," said Marjorie Mesa, a teacher at Agat Elementary School. "He instructs on their level, and they respond well."

Each class begins with Gardner answering questions the students leave in the "DARE box," similar to a suggestion box, about anything students may have on their minds concerning drugs or other issues. He then begins a quick-paced, high-energy class discussion about the day's topic.

"I present the same lesson to each



MA1 Barry Gardner leads a quick-paced question and answer DARE lesson at Agat Elementary School.

class, and the results are always different," said Gardner. Each lesson in the 17-week curriculum builds on another. Topics include self-esteem, pressure, risks, assertiveness and stress management.

"The students favorite lesson is 'taking a stand,' our DARE (version of television's) 'Family Feud.' The class is divided into two groups, and they answer questions about the DARE program, just like the TV show," said Gardner.

By reaching the students at an early age through DARE, children may be more apt to make smart decisions about drug or alcohol use when the opportunity arises. As 11-year-old Elias Basco said, "DARE teaches me not to use drugs!" ■

—Story and photo by PH1 Jon H. Hockersmith, assigned to the public affairs office, Commander U.S. Naval Forces Marianas.

Bearings

Sailor lives lifelong dream of being his own boss

Chief Journalist Steve Smith had a lifelong dream of one day being his own boss. Maybe that day is coming.

Smith, a naval air reservist with Whidbey Island's Military Air Transport Wing 0289, is president and Chief Executive Officer of the Boing (pronounced boy'-nnnnnnng) Aeroplane Company of Issaquah, Wash. He makes what he calls "big boys' toys" — static model airplanes. But they're not the typical store-bought models. Smith makes them from scratch, using everything from household utensils to license plates.

His passion for airplanes has been lifelong, but he didn't start building models until 10 years ago.

"I began building them for myself," said Smith, who is a writer by trade. "But as time went on, people became interested, and they started buying them."

To date, he has sold about 15 airplanes. The models range from the bizarre to the unique. As Smith put it, "I just let my imagination go. Call it 'flights of fancy.'"

"I use a lot of kitchen utensils," he added. "A noodle strainer (serves) as an air vent, for instance."

Household gadgets are the materials of choice for model airplanes designed by JOC Steve Smith.

"I spend a lot of time in hardware stores and automotive junkyards. I once used a carburetor from a Ford Pinto and put it on the front of the plane's fuselage, [made from] a mailbox, to make the model look like it had a gigantic engine."

Smith calls his business "semi-mass production." He can build a model in six hours. He even customizes them on request.

Smith's wife, Colae, and her sister, Anetta, are also involved in Boing's success. Colae is the company's bookkeeper and performs other administrative skills, while Anetta offers design ideas.

"Everyone has a dream," Smith

said. "Mine was to be my own boss and build something out of nothing. So when I'm home ... I go to the garage, put on my Boing hat and create that something."

Asked if he'll ever make a million dollars from that "something," Smith just smiled and said, "Who knows, but I'm certainly having a million dollars worth of fun. You never know if a novelty item like this will 'take off.'"

—Story and photo by JO2 Scott Sutherland, assigned to the Naval Air Reserve public affairs office, NAS Whidbey Island, Wash.



Navy pilots complete daring medevac in Antarctica

A lone LC-130 *Hercules* aircraft based at Naval Air Station Point Mugu, Calif., landed at McMurdo Station, Antarctica, in June to complete the first midwinter medical evacuation (medevac) of a critically ill person since 1966.

Navy aircrew members from Antarctic Development Squadron 6 (VXE 6) evacuated a member of New Zealand's division of science and industrial research — the counter-

part to the U.S. Antarctic Program, managed and funded by the National Science Foundation.

The evacuee was flown 2,400 miles to a medical facility in Christchurch, New Zealand, for further care. It marked only the fifth time in 30 years that such a mission was conducted during the winter. Complete darkness, subzero temperatures and fierce winds make flight operations perilous.

The Navy flies ski-equipped LC-130 *Hercules* aircraft from August until February, during the austral summer, in support of the National Science Foundation. With the exception of a midwinter airdrop over McMurdo Station each June, no flights come in or out of Antarctica during the austral winter.

—Story by JO2 Kevin Lavery, U.S. Naval Support Force Antarctica.

Bearings

Operation puts reserve Seabees on the rails

Reserve Seabees from Louisiana have helped change the way the Navy may move construction equipment in future wars.

In August, Naval Mobile Construction Battalion 28 (NMCB 28), homeported in Shreveport, La., took part in Operation *Rail Stinger*, a training exercise to test the Seabees' ability to move vehicles and equipment by railroad.

The exercise helped establish a three-pronged mobilization plan, according to LT Ernest J. Burzumato, embarkation officer for the Reserve Naval Construction Force. "We need to be able to mobilize our battalions — either for a war or for disaster recovery — by sea, air or land," he said.

The vehicles and equipment were transported from the battalion's readiness support site (RSS) in Shreveport to the rail yard at Minden, La., by convoy before being loaded aboard three flatbed railcars.

"This exercise gives us two ways to transport over land — by convoy from the RSS and then by rail," Burzumato said.

NMCB 28 Seabees worked in seven-man tie-down crews to secure more than 130,000 pounds of construction equipment and vehicles to three flatcars. Vehicles loaded included a five-ton dump truck, a two-and-a-half-ton cargo truck, a five-ton tractor truck, a 50-ton low-boy trailer, a 180-horsepower bulldozer and a three-quarter-ton utility truck.

"Of the six vehicles we loaded, we found five of them needed modifications," Burzumato said.

Once loaded and secured, the equipment was inspected by Bill Warner, an inspector with the Kansas City Southern Railroad, to ensure the vehicles were secured



Above: Reserve Seabees adjust a wooden plank used in moving a five-ton dump truck over three rail cars. **Right:** With team effort, a seven-man "tie-down" crew secures a chain to a rail car.

properly and would stand up to Department of Transportation regulations. Warner pointed out that several vehicles lacked tie-down points used to secure them to the rail cars with chains.

Chief Equipment Operator Gary L. Rogers, embarkation chief for NMCB 28, said the missing tie-down points have all been identified and will be installed. "We also learned it will take two seven-man teams to effectively complete the job."

Discovery of the equipment and manpower problems helped make the exercise a success.

"By conducting this exercise," Burzumato said, "and finding the shortcomings at this stage, we can work toward fixing them. We have not only increased our men's training, we've ensured our ability to mobilize." ■



—Story and photos by JOSA Gary L. Boucher, assigned to the public affairs office, Reserve Naval Construction Force, Gulfport, Miss.

Bearings

Navy family buzzing about a honey of a hobby

"A honeybee can only sting you once, and then it dies. But bumblebees, hornets, wasps and yellow jackets can sting you many times because, unlike the honeybee, they will not die after their first sting," said LCDR Gary W. Brown, aviation safety officer at Naval Air Station Norfolk. He should know; he has three beehives with 150,000 to 180,000 honeybees in his Virginia Beach, Va., backyard.

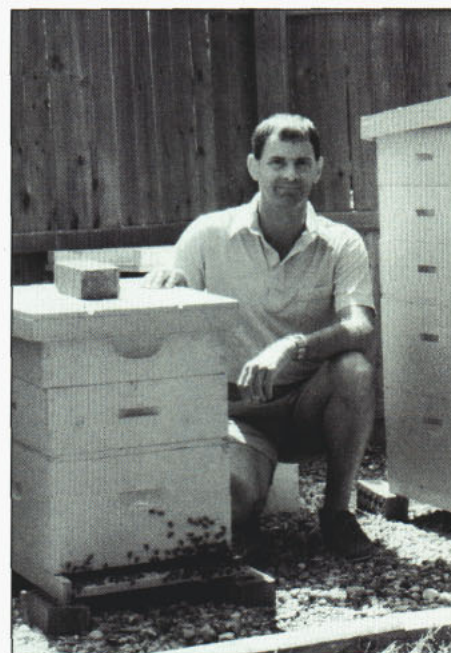
Brown's interest in honeybees started at an early age when his family lived in Maryland. "I must have been around five or six years old," he said. But he didn't get started until about five years ago when he was stationed in Beeville, Texas. Brown's wife, Margee, suggested he enroll in a beekeeping course at the local community college. After completing the course, he started his first beehive. He also discovered that beekeeping runs in the family — both great-grandparents were beekeepers.

When you think of bees, you may think of honey. But their real value is for pollination of most cultivated crops and fruit trees.

As for the honey, Brown collected approximately 210 pounds this year from his three hives. "Honey will have a different taste and color, depending on the type of plants the honeybee is collecting the nectar from, but the color has very little to do with taste," said Brown.

For those interested in beekeeping, honeybees and equipment are available from several sources, or you can build your own hives. Your local library may have books on beekeeping to help get you started. A package of 6,000 bees, including a queen bee, costs around \$35. A beginner's outfit, which includes a wooden hive, costs \$110.

As for his family's reaction to having thousands of bees in their backyard, Brown said, "Margee tolerates it, and the boys, Steven, 14, and Timothy, 11, understand, but



LCDR Gary W. Brown watches over his backyard honeybee hives.

just don't like bees." ■

—Story and photo by Troy Snead, public affairs officer, NAS Norfolk.

International teamwork gets aircraft, crew down safely

Combine an aging airframe with an explosive decompression at 37,000 feet, and you create a terrifying situation. Recently, an A-3 Skywarrior from Fleet Air Reconnaissance Squadron 2 (VQ 2) experienced just that. But the highly-trained, fast-acting team of American and Italian air traffic controllers from Naval Air Station Sigonella, Sicily, brought both plane and crew safely down.

On Aug. 20, the A-3 was flying north of Sicily when a cockpit window exploded, ripping off the navigator's helmet and face mask. Immediately, air pressure dropped from its equivalent of 8,000 feet to its flying altitude of 37,000 feet. Rome air

traffic controllers turned to NAS Sigonella air traffic control for assistance.

Capt. Giuseppe Marino, an Italian Air Force air traffic controller, was the Sigonella approach controller who received the turnover from Rome. "I rerouted all the aircraft below the A-3 and cleared it for a direct approach," Marino said.

At approximately 20 miles out, Marino passed the plane to Air Traffic Controller 2nd Class Robert Tomchick, the final approach controller. At two to three minutes out, one of the aircraft's wing slats, used to reduce air speed, wouldn't fully extend. Approaching the air field 20 knots faster than normal, the pilot

requested clearance on a runway with arresting gear. Tomchick quickly rerouted the A-3 to a runway with arresting gear already in position. A few minutes later, the A-3 landed safely.

"As an air traffic controller, you have to have two or three plans in your mind in case this happens," Tomchick said. "You have to know what you need to do to get them on deck as fast as possible."

"At Sigonella air traffic control," said Marino, "we are ready anytime." ■

—Story by JO3 Jeff Fraker, NAS Sigonella, Sicily.

News Bights

Following a nearly four-year of overhaul, the aircraft carrier USS *Kitty Hawk* (CV 63) temporarily returned to Norfolk Aug. 9, before a two-month transit to her new San Diego homeport this fall.

Kitty Hawk is the fourth carrier to complete the Navy's Service Life Extension Program at Philadelphia Naval Shipyard. The overhaul included rebuilding the ship's engineering plants, upgrading the aircraft launching and landing systems and modernizing the ship's combat systems and radar suites.

The Navy wants to do everything possible to retain quality sailors, including those with skin conditions aggravated by shaving.

Pseudofolliculitis barbae (PFB) is a common hereditary disorder that occurs when the individual's hair follicles are set at a sharp angle and hair is strongly curved. When the person shaves, the short stiff hair may re-enter intact skin, acting as a foreign body. This often causes bumps which may become infected.

PFB has no cure, but it can be controlled through the proper use of depilatory powders or adjustable razors. The Navy will help PFB-afflicted sailors conform to military regulations by providing training on the care and management of PFB. When recommended by a medical officer, commanding officers can authorize temporary shaving waivers for sailors until they learn how to control the condition.

Today, more than 16 percent of Navy enlisted women serve at sea — an increase of six percent since 1987. Those women are serving under exactly the same sea/shore rotation policy as their male counterparts. However, misunderstandings regarding sea/shore rotation persist.

Before 1987, Navy enlisted women were assigned according to a CONUS/OCONUS rotation plan which rotated them between overseas or shipboard duty, and duty within the continental U.S. The Navy's sea/shore rotation policy was changed in April 1988 to reflect an increased opportunity for women to serve at sea. This policy was further revised in May 1990 to give women a sea/shore rotation consistent with their male counterparts. Now the sea/shore rotation policy is based on the ratings, and it is gender neutral.

Sea/shore rotation lengths are based on the goal of 36 months shore duty/36 months sea duty. That ratio may vary from one rating to another, and is determined by a computation based on the number of sea and shore duty billets within each rating.

Some ratings, such as legalman, mineman and Seabee ratings, are assigned a CONUS/OCONUS rotation rather than a sea/shore rotation due to the nature of their work.

The CONUS/OCONUS rotations are computed in a manner similar to the sea/shore rotations and are the same for men and women within the rating.

More and more, sea duty for women means duty aboard ship. About 8,500 women now serve on ships, and the number of billets will continue to grow to about 11,000 by 1996.

As more billets open for women, the Navy continues to recruit them into sea-intensive ratings such as machinist's mate, boiler technician, damage controlman, hull maintenance technician, boatswain's mate, operations specialist, signalman and quartermaster. However, nearly half of enlisted women continue to choose or are assigned to traditional ratings in administrative, medical and dental fields.

Women who strike for sea-intensive rates have the same advancement opportunities as their male peers in the same ratings. Both men and women in these ratings tend to advance more quickly than those in shore-intensive ratings.

The Navy is making adjustments to selective reenlistment bonuses (SRBs) to reflect changing requirements for trained and experienced sailors with certain skills. Chief of Naval Personnel VADM Mike Boorda said the SRB program is working well and will continue into 1992 with few changes.

The SRB plan is issued twice a year after a systematic, comprehensive review of every rating and navy enlisted classification (NEC) code. As announced in NavAdmin 117-91, new bonuses went into effect Oct. 1. Award levels are unchanged or increased for more than three-quarters of the skill levels. More sailors are eligible to receive bonuses as a result of the plan.

Of award levels reduced, decreases are small to limit the effect on sailors currently eligible for those bonuses. Ratings added to the SRB plan include aviation structural mechanic (structures and hydraulics) and mess management specialist, all in Zone A.

New SRBs also are offered for those with NECs as Marine reconnaissance team, independent duty corpsmen trained as morticians and electronic warfare operational intelligence crewmen (NEC 8203). The sole rating deleted from the SRB plan is gunner's mate (guns).

For more information, contact your command career counselor. □

Mail Buoy

Gone, but not forgotten

• An input error resulted in All Hands omitting a name from the fallen shipmates list in the Desert Shield/Storm Special Issue — Lance Cpl. Thomas R. Adams Jr. His name was included in the memorial list previously published in June's All Hands. It is with sincerest humility that we apologize to his family, friends and fellow Marines.—ed.

Two thumbs up

Petty Officer Bosco's coverage of Port Security Harbor Defense (PSHD) in the August issue of *All Hands* is most welcome and gives outstanding recognition to the Navy and Coast Guard PSHD units who performed superbly during Operations *Desert Shield/Storm*.

The commands and units described in the article were those assigned to Port Security Harbor Defense Group 1 (PSHDGru 1) in Bahrain. Similar organizations existed in the Saudi ports of Ad Damman and Al Jubail (PSHDGru Two consisting of Mobile Inshore Undersea Warfare Units (MIUWU) 103, MIUWU 112, Port Security Unit (PSU) 301 and Explosive Ordnance Disposal Mobile Units (EODMU) 3 and 5, protected the port of Al Jubail; while PSHDGru 3 consisting of MIUWU 105, MIUWU 108, PSU 303 and EODMU 5 and 9, detachments protected Ad Damman.)

The respective PSHD Groups (one per port) reported to the Harbor Defense Commander (HDC) in Bahrain. The HDC staff was composed of active-duty and reserve personnel from the Inshore Undersea Warfare Group Commanders (ComNavIUWGru 1 and 2.) RADM Robert Sutton, USN, was Harbor Defense Commander from the Command's inception in September until I relieved him following the hostilities.

As Petty Officer Bosco noted, these fine men and women did a truly outstanding job under extremely arduous conditions.

During extensive EOD port clearance operations by coalition forces in Kuwait, we developed a mini-PSHD in Kuwait City to coordinate command, control and logistics operations. Personnel for this operation were drawn from the HDC staff and the PSHD Groups in Saudi Arabia.

Once again, your coverage of Harbor Defense Command operations is sincerely appreciated by every Navy and Coast Guard man and woman who played an active part.

—CAPT W.C.S. Mays III
Naval Inshore Undersea Warfare Group 2
Williamsburg, Va.

Bravo Zulu

I am a Marine currently stationed on board a ship that is currently doing a tour of duty that required myself and many of my fellow Marine and Navy brothers to be far away from our families and loved ones.

Today, I received a copy of your *All Hands* magazine, Special Issue No. 892, that contained many interesting articles, three of which were most touching and caring. But more than that, they made myself and others feel good about what we're doing right now, that the American people still care for the military community and its families.

The articles that I am referring to are: Home Front Support (Page 53), Return to Freedom (Page 57) and Home at Last (Page 58.)

The articles made me proud to be a part of one of the finest military organizations in the world. I firmly support the all-volunteer services, and those articles show that the American public supports them also. You see, I have a firm belief and conviction in what I'm doing. I feel that during Operations *Desert Shield/Storm* many of my brothers in arms found that same conviction.

America's military has always stood against oppression and fought against the enemy that has tried to take the rights of another person away.

I believe that no matter how many ways we were to express the beliefs and convictions each of us hold, they can be best said in this quotation. "We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable rights, that among these are Life, Liberty and the pursuit of Happiness." Declaration of Independence, July 4, 1776.

It is our duty as the Armed Forces of the United States of America, to stand against any oppression that poses a threat to these rights of mankind.

Again, thank you for the wonderful articles. *Semper Fidelis*.

—Lance Cpl. R.E. Cranford
MEU Service Support Group 15

• Ooh rah!—ed.

What about us?

I was recently disappointed to note that you omitted some key participants in Operation *Sharp Edge* from your article entitled 'Flexible Response' in your *Desert Shield/Storm* Special Issue.

Upon completion of our West African Training Cruise '90 duties in mid-August 1990, USS *Barnstable County* (LST 1197) was diverted from a transit back to Little Creek and on Aug. 16, arrived on Mamba Station to participate in the [noncombatant evacuation operation] and support of the American Embassy. Less than 48 hours after arriving we received 203 people and over the next two and one-half months, we were the "Ferry to Freedom" for a total of 514 people.

Shortly after we arrived on station, the Mediterranean Amphibious Ready Groups turned over and *Barnstable County* and USS *Whidbey Island* (LSD 41) were left as JTF *Sharp Edge*. We finally departed on Nov. 4 when relieved by USS *Newport* (LST 1179) and *Whidbey Island* was eventually relieved in early December by USS *Nashville* (LPD 13).

Just wanted to make sure credit is received where credit is due.

—CDR Richard H. Enderly
ComSeventhFlt
FPO San Francisco

Sharper edge

I was very pleased that Operation *Sharp Edge* was included in your special edition. With all the coverage of Operations *Desert Shield/Storm*, it seems that other operations expertly conducted by the Navy/Marine Corps teams were all but ignored. I was however, disappointed by the omission of my former command, USS *Barnstable County* (LST 1197). Returning from a successful eight week training cruise to West Africa (WATC 90), we were diverted to join USS *Saipan* (LHA 2) and the other units of the MARG on Mamba Station. The "Barn" stayed on station after the departure of *Saipan*, USS *Ponce* (LPD 15) and USS *Sumter*

Mail Buoy

(LST 1181), in company with USS *Whidbey Island* (LSD 41).

It is with pride that I can say that *Barnstable County* evacuated nearly 500 refugees from Monrovia and transported them to safety in Freetown, Sierra Leone. During our entire participation in Operation *Sharp Edge*, the sailors and Marines on board performed selflessly to ensure that the comfort and safety of our guests which was evidenced by the heartfelt thanks directed their way by each evacuee upon their departure.

—LT David A. Kelly Jr.
Twentynine Palms, Calif.

• *Sorry for the omission. Thanks for updated info.—ed.*

Who was there?

This is an attempt to correct information in the "Chronology" section in the *Desert Shield/Storm* special issue of *All Hands*.

Under March 3 it states "Navy CH-46 helicopters rounded up surrendering Iraqi troops on Faylaka Island."

The correct information is that it was four Marine Corps helicopters — two UH-1N Hueys and two AH-1W Cobras. One Huey had a loudspeaker and the other three helos were flying as protection.

I am sure about this information because I was on the Huey with the loudspeaker. The entire story is quite interesting and I have photos I took of Faylaka and of the Iraqi troops surrendering to us.

—Staff Sgt. Robert A. Turner
NAS New Orleans

Congratulations on the *Desert Storm* Special Issue of *All Hands*. It was a fine tribute to the men and women of the Navy and Marine Corps who performed so well during Operations *Desert Shield* and *Desert Storm*. For historical accuracy, the chronology on page 62 of this Special Issue requires the insertion of the following statement immediately below President Bush's order on 8 August for U.S. armed forces to deploy to Saudi Arabia.

"— Advance elements of the 2nd Air and Naval Gunfire Liaison Company (ANGLiCo), II Marine Expeditionary Force (MEF), in support of the U.S. Army's 82nd Airborne Division, deploy

to Saudi Arabia, arriving at Dhahran airfield on 9 August."

By the 14th of August, when the first elements of the 1st Marine Expeditionary Force arrived, my Marines had already been hard at work coordinating air and naval gunfire support for the airborne infantry forces defending the vital port facilities in the vicinity of Al Jubayl.

I do not want anyone to forget that the thin "line in the sand," which enabled follow-on Navy and Marine Corps units to conduct unmolested Maritime Prepositioning Force operations at secure facilities, was drawn by the U.S. Army's 82nd Airborne Division and the Marines, sailors and a soldier from 2nd ANGLiCo. Again, thanks for a superb issue of *All Hands* and for taking the time to read the words of a commander who wants to ensure that his men receive the historical recognition they deserve.

—Lieutenant Colonel S. J. Labadie
Commanding Officer 2nd ANGLiCo
Camp Lejeune, N.C.

• *Thanks for setting the record straight.—ed.*

Reunions

• **Tin Can Sailors** — Reunion Jan. 18, Orlando, Fla. Contact Harold Sternberger, 5328 Seaton Hall Lane, Orlando, Fla. 32821; telephone (407) 239-4167 or (609) 655-9070.

• **USS Okinawa (LPH 3)** — Reunion Jan. 27-31, Palm Beach County, Fla. Contact CAPT W.T. Brown, Navy Aviation Supply Officer (02), 700 Robbins Ave., Philadelphia, Pa. 19111-5098.

• **USS L.S.M.R. (196), World War II** — Reunion Feb. 15-16, Long Beach, Calif. Contact Chuck Straube, 16131 Ballantine Lane, Huntington Beach, Calif. 92647; telephone (714) 846-2105.

• **USS Dickens (APA 161) and Fire Support Group LCF 27** — Reunion Feb. 20-23, Biloxi, Miss. Contact Norman L. Rowse, 305 N. Brent St., Ventura, Calif. 93003; telephone (808) 643-1865.

• **USS Tuluran (AG 46)** — Reunion February 1992, Hickory, N.C. Contact Larry Eckard, P.O. Box 5145, Hickory, N.C. 28603; telephone (704) 256-6274.

• **Food Service Management Team** — Reunion February 1992, Hickory, N.C. Contact Brenda Eckard, P.O. Box 5145, Hickory, N.C. 28603; telephone (704) 256-6274.

• **Red Rippers** — Reunion proposed. Contact LCDR P.M. Pompier, VF 11, Unit 60118, FPO AE 09504-6102.

• **USS Higbee (DD 806)** — Reunion proposed. Contact Rod Rodello, 829 S. 43rd St., Springfield, Ore. 97478; telephone (503) 747-9149.

• **USS Dorthea L. Dix (AP 67)** — Reunion proposed. Contact Richard Daecher, 654 Shultz Road, Washington Boro, Pa. 17582; telephone (717) 684-5957.

• **LCI 422, 442, 558-561, 564-568, 580, 751 and 752 (World War II)** — Reunion proposed. Contact R.F. Schrader, 2137 Minute Court, Stone Mountain, Ga. 30087.

• **USS Genesee (AOG 8) and USS Tom Bigbee (AOG 11)** — Reunion proposed. Contact Ace Ficke, P.O. Box 977, Pinon, Ariz. 86510; telephone (602) 725-3454.

• **USS Allen (DD 66)** — Reunion proposed. Contact Arthur J. Reinhard, 2 Cooper Court, Freehold, N.J. 07728; telephone (809) 308-1301.

• **USS Makin Island (CVE 93) and VC 41, 84 and 91** — Reunion proposed. Contact Gus Youngkrist, 1900 S. Ocean Blvd., 15-N Pompano Beach, Fla. 33062; telephone (305) 943-8891.

• **USS Dupage (APA 41)** — Reunion proposed. Contact Clarence E. Roberts, 213 Highland Ave., Edgefield, S.C. 29824.

• **USS Oglethorpe (AKA 100)** — Reunion proposed. Contact Ronald L. Williamson, 639 Oxford St., Belvedere, N.J. 07823; telephone (908) 475-4435.

• **USS Orleck (DD 886)** — Reunion proposed. Contact James E. Allison, 8401 Timber Glen, San Antonio, Texas 78250; telephone (512) 681-0443.



BUCN William Shipman waits for an enemy aggressor during an exercise with Naval Mobile Construction Battalion 1. Photo by PH2 Ron Heppner.



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